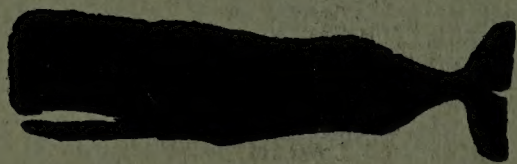


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Atlantic Ocean on a Whaling Voyage -

Friday Nov 20 1835

First part moderate breezes from West and thick flying clouds
Course S.E. by E. saw Finbacks and a great number of Fowls
of different kinds.

Middle part much the same.

Latter part brisk wind from S.S.W. and thick heavy looking
weather. saw but few Fowls and but one Finback -
Course S.E. by E. so ends. all well.

Lat. Obs. $37^{\circ} 18'$ South Long. by C. $48^{\circ} 36' 45''$ East

Saturday Nov 21st

First part light breezes from S.W. to S.S.W. and thick
flying clouds. Course S.E. by E. at 4 P.M. observed the sun
to be in eclipse.

Middle part much the same.

Latter part light breezes and thick hazy weather
Course S.E. by E. so ends saw nothing remarkable, hard
times and a long road to find Whales -

Lat. Obs. $37^{\circ} 17'$ South Long. by C. $50^{\circ} 04' 15''$ East -

Sunday Nov 22nd

First part light breezes from S.W. and thick hazy
weather. Course S.E. by E. with all sail set to the best
advantage.

Middle part light breezes from N.E. and thin flying clouds
Course S.E.

Latter part brisk wind from N.N.E. and thick hazy
weather Course S.E. by E. at 3 A.M. saw Right Whales
put off and struck two and killed one. at 9. got
him to the ship and began to cut at 11. do. got him in
and made sail. had one boat lightly stove. at midnight
wore ship to the Eastward so ends.

Lat. Obs. $37^{\circ} 20'$ South Long. by D. $51^{\circ} 30'$ East

Monday Nov 23rd -

First part brisk wind from N.E. to N.N.E. and thick
hazy weather. at 3 P.M. saw Right Whales put off
and killed one at 7. ditto. got him to the ship and
took in sail for the night at 8 ditto began to boil.

Middle part pleasant weather -

Ship Aile of New Bedford in the
 Latter part brisk wind from West. and thick flying
 clouds. at 5. began to cut on our Whales. at 8 o'clock finished
 and made Sail at 10 A.M. Saw Right Whales. at 11. o'clock
 put off 3 boats. struck and killed one at Meridian
 took him to the ship. so was one ship in sight
 Lat Obs. 37. 24 South Long by C. 54. 46. 30 East

Tuesday Nov. 24th.

First part calm pleasant weather at 4 P.M. got
 clear to take on Whales. and began to cut at 7. a.m.
 finished.

Middle part calm.

Latter part light breeze from N.N.E. and hazy
 weather. Stood to the Eastward under easy sail. boiling
 at 10 A.M. Saw Right Whales put off with three
 Boats. struck and killed one at Meridian took
 him to the ship. so was one ship in sight, cutting Whales
 Lat. obs. 37. 25 S. Long by D. 55. 00 East

Wednesday Nov. 25th.

First part light breezes from N.N.E. and clear pleasant
 weather at 5 o'clock P.M. got clear to cut on Whales and
 began to cut at 8. a.m. finished.

Middle part moderate breezes from N.N.E. and hazy
 weather. lay under easy sail boiling.

Latter part brisk wind from N.N.E. and thin
 flying clouds. Stood to the Eastward under easy sail em-
 -ployed in boiling & stowing down our oil. so was saw
 plenty of Whales & two ships in sight.

Lat. obs. 37. 10 S.

Long by D. 56. East.

Thursday Nov. 26th.

First part brisk wind from North to N.N.E. and
 thick hazy weather. Stood to the Eastward under
 short sail. Employed in boiling and stowing down oil.

Middle part much the same.

Latter part light breezes
 from North and thick hazy weather stood to the

Indian Ocean to a Wha

Westward under short sail employ

stowing down our oil. so was

and Whales.

Lat. obs. $37^{\circ} 10'$ South

Long

Friday Nov 27th

First part light breeze from

weather. Employed in boiling oil

saw Whales.

Middle part

to N. N. W. and thick rainy

Later part strong gales from N. to N. N. W. and

foggy weather. Employed in boiling and stowing down

our oil. so was saw nothing.

Lat. by D. $37^{\circ} 15'$ South

Long. by D. $57^{\circ} 24'$ East

Saturday Nov. 28th

First part strong gales from N. N. W. to N. W. and
thick foggy rainy weather Employed in boiling and stow-
ing down oil at 8 P.M. finished boiling at 9 o'clock the
wind shifted to the N. E. in hard squalls took in the
fore sail and sent down the main royal yard

Middle part strong gales from N. E. to S. W. by

Later part strong wind from N. S. W. and squally
weather - Employed in stowing down our oil at midnight
finished stowing down our oil -

Lat. $36^{\circ} 49'$ S

Long. by C. $51^{\circ} 23' 30''$ East.

Sunday Nov. 29th

First part strong gales from N. N. W. and thick
squally weather. Carried all sail to the S. W. in search
of Whales at 2 P.M. passed by a ship laying by under
main top sail

Middle part ditto the same as the first.

Later part ditto strong gales from N. W. to N. N. W.
and thick squally weather at 7 A.M. were
ship to the N. E. then 24 hours saw but one fin -
back. so was all well.

Lat. obs $37^{\circ} 24'$ S

Long. by C. $51^{\circ} 20'$ East

New Bedford in the Indian
Monday. Nov. 30th 1835

Winds from N.W. and thick squally
to the N.E. till 3 P.M. then from
N.W. took in our foretop sail
and furl. two furlacks and one ship
strong wind N. to N.E. and a bad
at midday let loose ship to the N.W.
moderate breeze from N.W. and thick
and Sunday courses in search of
saw none. saw plenty of Whales

food and furlacks.

Lat. obs. 37. 38 South

Long by C. 50. 54.00 East

Tuesday December 1st

First part moderate breeze from N.W. and thick
cloudy smoky weather. Stood to the E.N.E. with all
sail set in search of Whales near the ground looked
sharply but saw no Right Whales

Middle part brisk wind from N.E. and
thick cloudy weather. Carried all sail to the S.E. till
midnight then hove to for daylight

Latter part strong from N.E. and thick
heavy looking weather. Steered to the Eastward in search
of Whales. Saw 2 Furlacks. and spoke Ship Tactland
of Newburgh with nine Whales.

Lat. obs. 37. 46 South

Long. by C. 51. 30 East

Wednesday Dec. 2nd

First part strong gales from N.E. and hard show-
ers of rain. Carried sail to the Eastward in search
of Whales but saw none. at 8 P.M. the rain abated
and cleared up. the wind shifted to the N.E. gently.

Middle part strong gales from N.E. to S.W. at
midnight took in the fore and mizzen top sail
Course N.W. under storm sail.

Latter part more moderate wind from N.E. to N.W.
and squally heavy looking weather. Stood to the N.W.
at 10 A.M. made new sail at Newburgh made all
sail. so was saw nothing.

Lat. obs. 37. 17. South

Long by C. 50. 58. 45 E.

Indian Ocean on a Whaling Voyage -

Later part moderate breezes from N.W. to S.W. and thick hazy weather at 6 A.M. made all sail and stood to the Westward till 8 A.M. seeing nothing, and the ground looking barren. on ship set studding sails and steered N.E. At 10 A.M. saw a sail to the North of us. So Inds. Employed in ~~mending~~ scraping Whale bone and mending our stowen boats.

Lat. $40^{\circ} 13'$ South

Long. by $6^{\circ} 15' 34'' 50'$ East.

Wednesday Dec^r 23.

First part moderate breezes from N.W. to N.E. and thick cloudy hazy weather. Steered N.E. with all sail set to the best advantage. At 3 P.M. saw one Finback being all we have seen this day.

Middle part calm thick cloudy weather.

Later part brisk wind from South to S.S.E. and thick cloudy hazy weather. Course N.E. to E.N.E. saw a ship steering to the Eastward. the ground here looks very lively as to birds but no whales to be seen. So Inds. all well.

Lat. obs. $39^{\circ} 41'$ S.

Long. by $6^{\circ} 6' 22'' 45'$ East

Thursday Dec^r 24th

First part brisk wind from S.E. and a thick cloudy weather. Stood to the Eastward by the wind with all sail set to the best advantage. Saw a great number of Whale heads and allatoops. but no whales. on ship a light standing to the Eastward.

Middle part brisk wind from S.E. to E.S.E. and a thick cloudy misty weather. Carried all sail and stood to the Eastward by the wind.

Later part moderate breezes from E.S.E. to E.N.E. and thick cloudy squally looking weather. At 6 A.M. lashed ship to the south at 8 A.M. shifted our main top Gallant sail to repair. So Inds. Employed in repairing our sail.

Lat. obs. $39^{\circ} 04'$ South.

Long. by $6^{\circ} 7' 30'$ East -

Ship Aile of New Bedford in the Indian

Friday Dec^r 25th

First part brisk wind from E. to E.N.E. and thick cloudy hazy weather. Stood to the S.S.E. with all sail set to the best advantage. at 1 P.M. bent a new fore top sail and sent the old one down content at 3 P.M. content and condemned the old main sail and bent a new fore ~~top~~ sail to the main yard taking it for the main sail

Middle part strong wind from N.E. to N.N.E. and thick squally rainy weather. Carried all sail and steered S.E. by East

Latter part strong wind from N.N.E. and thick squally rainy weather. Carried sail and stood E.S.E. in pursuit of Whales. employed in repairing our sails. So Enas. Saw nothing.

Lat by Dr 39. 32 South Long by Dr 69. 22. 45 E.

Saturday Dec^r 26th

First part strong gales from North to N.W. and thick squally rainy weather. Carried sail and steered E.S.E. in pursuit of Whales. Employed in repairing our main top Gallant sail. at 4 P.M. saw a Bark steering E.N.E. called him a Merchant man. at 7. do. the wind shifted sudden. to the Westward and blew hard with a bad swell from the S.W.

Middle part strong gales from the West to N.S.W. and thick squally weather carried easy sail and steered E. by S. 1/2 South till midnight then took in fore sail and fore top sail. lay by for daylight.

Latter part strong gales from N.S.W. and thick flying clouds. at 5 A.M. set the fore sail and kept the ship off East. Employed in repairing our main top Gallant sail and our Mizzen top sail So Enas. a very bad ^{Sea} swell from the S.W. —

Lat obs 38. 44. South Long by Cr 72. 15. 15 East

Ocean on a Whaling Voyage

Sunday December 27th A.D. 1835

First part strong gales from N. S. W. and hard squalls attended with rain. carried sail and steered E. S. E. till 4 P.M. then finding the sea very dangerous to run with our boats on the Cayons. took in the hulk and waist boats. and turned up the quarter boats. finding a bad cross sea. and it dangerous to run. thought it prudent to lay by. accordingly at 5 A.M. hoisted under storm sail headed to the South.

Middle part strong gales from S. W. and thick flying clouds. Ship labouring hard under storm sail headed to the South.

Latter part strong wind from N. S. W. to S. W. and thick cloudy heavy looking weather at 5 A.M. made sail and kept off S. E. for the Island of St. Pauls so ends. Saw nothing very remarkable -

Lat: obs. 39° 05' South Long. by Cr 75° 14' 15" East
1835

Monday December 28th

First part moderate breezes from S. W. and thick overcast weather carried all sail and steered S. E. by E. The ground here looks very barren. Saw nothing.

Middle part light breezes from ~~S. W.~~ S. S. W. and thick cloudy weather. carried moderate sail and steered E. S. E.

Latter part light breezes from S. W. to S. S. W. at 5 A.M. made all sail and steered E. S. E. at 9 A.M. saw the Island of St. Paul. bearing East distance 10 or 12 miles. so ends employed in repairing our sails
Lat: obs. 38° 35' South Long. by Cr 77° 25' 15" East

Tuesday Dec. 29th

First part light breezes from West to N. S. W. and thick flying clouds. Course East employed in repairing our sails at 4 P.M. went on our old fore sail to repair and bent our new one. at 6 A.M. took in all light sails. at 8 A.M. hoisted to the foremast of the Island St. Pauls the middle of the Island bearing E. by North. Distance 10 miles

Ship's Log of New Bedford in the Indian
1855.

Tuesday Dec. 29. Continued
Middle part light breezes from N. S. W. and
thick cloudy weather lay off and on from the
Island for daylight.

Later part light breezes and
variable from S. W. to N. W. at 5 A. M. made all
sail and stood for the Island at 8 A. M. calmed
and being rather near the Island down boats
and towed ship till 10 A. M. then sent two boats
on shore & gaffers for fishing. Saw the Island
Amsterdam bearing N. N. E. so was all well.
Lat. obs. $38^{\circ} 38'$ South Long by $77^{\circ} 49' 45''$ E.

Wednesday Dec. 30th

First part light breezes from West and thick
cloudy weather. Lay off and on the East side of
the Island waiting for our boats at 2 P. M. two
boats returned with good success in fishing
then sent the other two at 5 A. M. called on the other
two boats on board they had a great number of
fish and lobsters at 6 A. M. made all sail and
steered South at 7 A. M. the middle of the Island
St. Pauls bearing N. W. by N. distance 15 miles
The island of Amsterdam bearing N. by E. distance
30 miles.

Middle part light breezes and pleasant
weather. Carried all sail to the S. S. E.

Later part light breezes from N. S. W. and
thin flying clouds. Carried all sail and
steered South and S. S. E. Employed in repair-
ing our fore sail and making a new top
sail so was all well. Saw nothing.

Lat. obs. $39^{\circ} 32'$ South. Long by $79^{\circ} 17'$ East

Ocean on a whaling voyage

Thursday December 31st

First part light breezes from N. S. W. and clear pleasant weather. Steered South with all sail set to the best advantage in pursuit of Whales employed in repairing the fore sail and making a Mizzen top sail. Ground here looks very barren.

Middle part light breezes and thin flying clouds. Steered South with all sail set.

Later part strong wind from West and thick cloudy hazy weather at 8 A.M. saw a Right Whale going quick to the South got a head of him with the ship. Lowered three boats. Struck got loose and got a boat badly stove and lost the whale at 8 do got the boats all on the ship and made sail to the South at 9 do raised a large body of Right Whales put off with all boats struck two killed one the other ran away so in strong gales from West.

Lat obs. 42° 17' South

Long by C. 80° 43'

Friday January 1st 1836.

First part strong gales from West and thick cloudy squally looking weather. at 2 P.M. took on the whale to the ship. two boats not yet in sight at 2 do one came to the ship lightly stove at 3 do the other began to cut in our whale. at 3.30 do the other boat returned to the ship. at 6 do finished cutting our whale.

Middle part strong gales from S.W. to N.W. and thick cloudy heavy looking weather. and a very bad swell from the S.W. lay to under storm sail sheered to the S.E. at 10 P.M. began to boil on our whale at Meridian headed to our ship on account of our lee-boats.

Later part strong gales from S.S.W. and thick flying clouds. lay to under storm sails headed to the West and employed in boiling our whale and mending our stove boat. the ground here looks lively as to birds but saw no Whales at Meridian went ship to the S.E. & made sail. so ended.

Lat obs. 41° 11' South

Long by C. 80° 46' 15" East

Ship's file of New Bedford in the Indian
1836.

Saturday January 2nd

First part brisk wind from S.W. and thick flying clouds. stood to the S.S.E. under short sail. Employed in boiling and mending our stowen boat. the ground here looks very lucky as for beads but saw no whales.

Middle part much the same stood to the S.S.E. under short sail all night employed in boiling.

Latter part moderate breezes from West to N.W. and thin flying clouds stood to the South till 8 A.M. then wore ship to the North and made all sail at 10 do. saw eight whales put off with three boats. struck and killed one at 11. finished boiling. so was boats fast to the whale.

Lat. obs. 41. 21. South.

Long by Cos. 81. 55. 30. East

Sunday January 3rd

First part moderate breezes from the N.W. and thick hazy weather. at 2 P.M. took one whale to the ship. at 3 do. began to cut at 6 do. finished cutting. and began to boil.

Middle part moderate breezes from N.W. and thick foggy hazy weather stood to the South under moderate sail boiling till midnight then wore ship to the North.

Latter part moderate breezes from N.E. and thick hazy weather at 5 A.M. made sail to the North. at 8 A.M. strong wind from E.N.E. and thick rainy weather. took in sail. wore ship to the South and began to stow down our oil so. was. strong gales from East. and a hard rain but a smooth sea.

No observation.

Lat. by D^r. 41. 51. S.

Long by D^r. 81. 40. East.

Ocean on a Whaling voyage -
1856.

Monday January 4th

First part strong gales from E.S.E. and thick rainy weather lay to headed to the South and employed in boiling. and stowing down our oil at 3 P.M. the weather lighted the rain ceased but the wind increased and the weather looking heavy at 8 do. were ship to the North and set the fore sail. at 9 do. finished boiling.

Middle part strong wind from E.S.E. to East and thick rugged weather. Stood to the North all night.

Latter part strong wind from E.S.E. and thick rugged weather at 8 A.M. were ship to the South and began to stow down our oil at 11 do. finished. So ends all well.

Lat. by D^r 41° 30' South. Long. by D^r 81° 50' East

Tuesday January 5th

First part strong gales from E.S.E. and thick overcast weather. Stood to the South till 3 P.M. under storm sail. then veered ship to the North.

Middle part strong gales from East to N.E. and thick overcast rainy weather. Stood to the North till midnight under storm sail then were ship to the S.E.

Latter part strong gales from E.N.E. to N.E. and thick overcast rainy weather. So ends saw nothing. ship labouring hard under storm sail.

Lat. obs. 42° 03' S. Long. by D^r 82° 20' East

Wednesday Jan: 6th

First part strong gales from N.E. to N.N.E. and thick overcast rainy weather. Stood to the East under storm sail. at 7 P.M. finding the swell to increase and a bad sea going. took in our bough and a girt. and made the ship snug for a hard blow.

Ship Aile of New Bedford in the Indian
1836.

Wednesday Jan^y 6. Continued
Middle part strong wind from N.N.E. and thick
overcast rainy weather stood to the eastward under
Storm Sail.

Latter part strong winds from North to
N.W. and thick overcast rainy weather at 6 A.M.
made all sail and steered from N.E. to E, N.E.
in pursuit of Whales. but saw nothing so each
employed variously about ship's duty.
Lat obs. 41. 47' South. Long by Cr. 83. 50. 45 East.

Thursday Jan^y 7th
First part strong winds from N.W. to N.N.W. and
thick cloudy squally weather. carried all sail and
steered N.E. till 4 P.M. then steered E.N.E. in pursuit
of Whales. but finding the weather very bad and
the season far advanced. thought my best chance
would be to hurry round Van Diemens Land, and
look for sperm Whales until the bay season comes
on accordingly steered E. by South. ...

Middle part strong gales from West
and thick cloudy squally weather. Course E. by South
with all sail set to the best advantage.

Latter part strong gales from N.S.W. and
thick flying clouds. steered E.S.E. so ends. watch
employed in repairing our boats and sails
Lat obs. 40. 25' South. Long by Cr. 86. 42' East.

Friday Jan^y 8th
First part strong gales from N.S.W. and thick
cloudy weather. Course S.E. by E. with all sails
set to the best advantage all hands employed in
repairing our sails and boats at 4 P.M. saw a large
school of Black Fish going quick to the
South.

Middle part much the same strong winds
from N.S.W. and thick cloudy rugged weather
Course S.E. by E.

Ocean on a Whaling voyage -
1836.

Friday Continued

Latter part strong gales from S.W. and thick cloudy rainy weather. Course S.E. by E. So ends watch employed variously

Lat. 40° 42' South - Long by Cr 91° 11' East.

Saturday Jan 4. 9th

First part strong gales from S.W. and thick cloudy squally weather. Course S.E. by E. with all sail set to the best advantage. at 4 P.M. finding the sea very bad. turned up our quarter boats. and took in lower and top gallant Studdensails. Watch employed in making Mizzen top sail.

Middle part much the same. Strong gales from S.W. and thick cloudy weather. Course S.E. by E.

Latter part more moderate. Strong wind from S.W. and thick cloudy weather. Course S.E. by E watch employed in repairing our sails. At meridian set on Hon and top Gallant Studdensails. So ends. all well
Lat obs. 41° 06' South. Long by Cr. 95° 04' East.

Sunday Jan 4. 10.

First part brisk wind from N. S.W. and thick flying clouds Course S.E. by E. $\frac{1}{2}$ E. with all sail set to the best advantage. saw nothing ground looking very barren all hands employed in repairing our sails.

Middle part brisk wind from N. S.W. to S.W. and thick cloudy overcast weather Course S.E. by E $\frac{1}{2}$ East.

Latter part more moderate wind from N. N.W. Course S.E. by E. $\frac{1}{2}$ East. with all sail set to the best advantage. At meridian sent our Main top Mast. Studdensail booms on the Yard So ends. Saw a few Albatross.

Lat. obs. 41° 22' S

Long by Cr 98° 38' 15' East.

Ship File of New Bedford in the
1836.

Monday January 11th

First part brisk wind from N. N. W. and clear pleasant weather. Course S. E. by East with all sail set to the best advantage.

Middle part much the same brisk wind from N. N. W. to N. W. Course S. E. by East.

Latter part brisk wind from N. W. and thick hazy weather. Course E. S. E. with all sails set to the best advantage. Watch employed in repairing our sails. So ends all well.

Lat obs. 41° 49' South

Long by O. S. at 8 A.M. 101° 26' 15" East

— by C. at 8 A.M. 101° 20' 00" East

— Difference — 6' 15"

Tuesday Jan 12th

First part brisk wind from N. N. W. and thick overcast weather. Course E. S. E. with all sail set to the best advantage. At 2 P.M. shifted our fore sail. Employed in repairing our sails. At 3 P.M. the wind shifted sudden in a squall. Hauled in all Studding Sails. at 5 do the weather became more pleasant. Set Studding Sails.

Middle part strong wind from N. S. W. and clear pleasant weather. Course E. S. E.

Latter part brisk wind from N. S. W. and thin flying clouds. Course E. S. E. with all sail set to the best advantage. Watch employed in repairing our sails. So ends all well. Nothing remarkable.

Lat. 42° 19' South.

Long by C. At 2 P.M. 106° 14' E.

Indian Ocean on a Whaling Voyage -

1836.

Wednesday Jan^y 13th

First part brisk wind from N. S. W. and thin flying clouds. Course E. S. E. with all sails set to the best advantage. at 1 P.M. saw Right Whales. took in all studdensails. and cleared away our boats at 2 a.m. put off with 3 boats. struck and killed one. got on our boat very badly stown. put off with the 4th boat to assist. at 4 a.m. took in our stown boat, along side and got her in at 6 a.m. took our whale to the ship and took in all sail.

Middle part strong wind from N. S. W. and thick overcast weather. lay by our whale.

Latter part strong gales from N. S. W. and thick cloudy weather. and a very bad sea. At 8 A.M. hooked to our whale, and began to cut at 9 a.m. finished a lost the head and tongue. so was strong gales.

Lat. obs. 42° 26' S.

Long. by \odot 105° 17' 00" East.

Thursday Jan^y 14th

First part strong gales from N. S. W. and thick cloudy heavy looking weather. and a very bad swell from the S. W. At 1 P.M. took in our bough and waist boats. and stowed them over head. turned up the quarter boats. and made all snug for a head gale. At 2 a.m. finding the weather so very bad, and could not boil on our whale. Steered off our course E. S. E. under close reefed main top sail and fore sail. watch employed cutting up our whale into horse pieces.

Middle part much the same strong gales from N. to N. S. W. and thick overcast wet weather. Course E. S. E. Ship labouring hard under close reefed main top sail and fore sail. watch employed in putting our whale into horse pieces. Latter part much the same strong gales from N. to N. S. W. and thick cloudy overcast weather. Course E. S. E. At 8 A.M. began to boil on our whale. so was. ship labouring hard under close reefed main top sail & fore sail. steered from E. to S. E. to give us lay

Lat obs. 43° 47' S. makes a draught. Long by \odot 110° 21' 00" East.

Ship Aile of *Arctur Bedford* in the
1856.

Friday January 15th —

First part strong wind from N. to N.S.W. and thick flying clouds. Course from E. to E.S.E. under close reefed main top Sail and foresail employed in boiling on our whale. ground here looks very barren as to fowls, and saw no whales.

Middle part much the same strong wind from S.W. Course E.S.E.

Latter part more moderate wind from S.W. but thick overcast weather Course E.S.E. at 7 A.M. set double reefed top sails. Employed in boiling our whale. Saw a great number of Albatross Small Hagglets, and some Gull. so was a number of men inclined to scurvy.

Sat. obs. 42° 55' South Long. by Dⁿ 115° 49' East.

Saturday January 16th —

First part moderate breezes from N.W. and thick cloudy hazy weather and a bad swell from the S.W. Course E.S.E. with all sails set to the best advantage, employed in boiling our whale.

Middle part much the same moderate breezes from S.W. and thick overcast weather Course E. by South at Midnight finished boiling and set fore top mast studdensails.

Latter part moderate breezes from N.W. and thick foggy weather. Course E. by South employed in stowing down our oil. so was one man with the scurvy in his legs.

Sat. obs. 43° 15' South. Long. by C^d 114° 55' 15" East.

Sunday January 17th —

First part moderate breezes from N.W. and thick cloudy weather Course East with all clearing sail. The ground here looks lively as for birds. saw the spouts of two whales but could not tell what they were at 6 Mile furthered stowing down our oil, and cleared up our decks. Carpenter employed in

Indian Ocean on a Whaling Voyage

Sunday Continued

Repairing our store boat.

Middle part brisk wind from West and pleasant weather. Comm. Cast by S. at 10 P.M. set top-mast and top Gallant Studdensails.

Later part brisk wind from N. to N. by S. and clear pleasant weather Comm. E. by South with all sail set to the best advantage. ground looks lively as for birds.

Lat Obs. $42^{\circ} 20'$ South.

Long by Cr. $118^{\circ} 19' 30''$ East

Monday January 18th

First part moderate breezes from N. to N. S. W. and thin flying clouds. Comm. S. E. with all sails set to the best advantage. The ground here looks lively as for birds but saw no Whales.

Middle part brisk wind from N. S. W. and clear pleasant weather. Comm. S. E. with all sails set to the best advantage.

Later part brisk wind from N. S. W. and and thick cloudy squally looking weather. at 5 A.M. saw Right Whales. took in all our Studdensails put out and rigged our boats. and at 7 A.M. put off with three. struck and killed two Whales. one got loose and owing to strong gales from N. S. W. lost him the other turned up. so our boats fast to the whale.

Lat: Obs. $42^{\circ} 47'$ South.

Long: by Dr $120^{\circ} 49' 30''$ East

Tuesday January 19th

First part strong gales from N. S. W. and hard squalls attended with rain. At 1 P.M. took on whale to the ship. At 2 A.M. began to cut. At 4 A.M. finished. lost the head lips and throat. and thought ourselves lucky in saving the rest. In brating up to our whale parted our main-top sail sheet. Mizzen top sail sheet. and carried away our Mastingsails. At 5 A.M. rigged a temporary Mastingsail and hooked to the boughs of the ship. At 6 A.M. kept the ship off S. E. under close reefed main top sail and fore-sail. & took in our bough and waist boat.

Ship Aile of New Bedford in the "Indian"
1856.

Tuesday January 19th continues.
Middle part much the same. Strong gales from
N. S. W. and hard squalls attended with rain.
Course E. S. E. Watch employed in cutting our whale
into horn pieces.

Latter part strong gales from N. S. W. and
hard squalls attended with rain and hail and
a very bad sea. employed in cutting our whale into
horn pieces and making a Martingale At 10 A.M.
turned up our quarter boats. so that ship labouring
hard under close reefed main top sail and fore
sail.

Lat obs. 43.00 South

Long by C. 123.24.45 E.

Wednesday Jan'y 20th

First part strong gales from N. S. W. and hard
squalls attended with rain and hail. and a very
bad sea Course E by South $\frac{1}{2}$ South. Ship labouring
hard under close reefed main top sail and fore-
sail at 4 P.M. finished cutting our ~~whole~~ blubber
stowed it away amongst the casks. At 5 do. succe-
-ded in rigging our new Martingales and got our
gibbourn secured.

Middle part much the same strong gales
from N. S. W. and hard squalls Course E by South
under close reefed main top sail and fore sail

Latter part much the same. Strong gales
from N. S. W. and hard squalls Course E by South
under close reefed main top sail and fore sail
at Meridian sent down our chain top Gallant
Yard. so that two men off duty.

Lat obs. 42.58. South.

Long. by C. 124. N. 50 E

Ocean on a Whaling voyage

Thursday Jan^y. 21st

First part strong gales from N. S. W. and hard squalls attended with rain and hail. Course E. S. E. and ship labouring hard under close reefed main top sail and fore sail.

Middle part much the same strong gales from N. S. W. and hard squalls attended with rain and hail.

Latter part much the same strong gales from N. S. W. and thick cloudy weather squalls rather lighter than they have been these two days past. Course E. S. E. and ship labouring hard under close reefed main top sail and fore sail. At 10th parted our main top sail sheet. so that two men sick with the scurvy.

Sat. obs. 43°. 25' South Long. by Cr. 130°. 53. 00 East

Friday January 22nd

First part strong gales from N. S. W. and thick cloudy squally looking weather. But by all appearances I think this gale is broken. we have had it very severe ship labouring hard. Labouring boat lightly stove by rolling into a sea. Course E. S. E. under close reefed main top sail and fore sail.

Middle part brisk wind from N. by South and thick cloudy overcast weather. Course E. S. E. at midnight double reefed fore top sail.

Latter part brisk wind from West and thick cloudy overcast weather. Course E. S. E. At 5th A.M. set whole top sails. and set up our main top Galeant yard. and set the sail. The ground looks lively here as for birds. so ends — one man off duty with scurvy bilis —

Sat. obs. 44°. 20' South

Long by Cr. 134°. 15. 30 East

Ship Aile of New Bedford in the Indian
1836

Saturday January 23rd -

First part brisk wind from N. by N. to N. by South and thick flying clouds. Course East. Employed in boiling one whale. Here we saw a great number of Fowls and one Hinkback -

Middle part much the same brisk wind from N. by North to N. by South and thick flying clouds with frequent light squalls of rain. Course E. 1/2 North. Employed in boiling one whale -

Latter part strong wind from N. by South and thick flying clouds with frequent light squalls of rain and hail. Course East at 4 Aile. finished boiling one whale and at 8 A.M. began to stow down our oil. At meridian finished. Carpenter employed in repairing our boats. So ends. Saw one Spout but could not tell what it was -

Lat. obs. 44. 13. South.

Long. by C. 137. 55. 45. East.

Sunday January 24th -

First part light breezes from N. S. N. thick flying clouds and frequent squalls of rain. Course E 1/2 S. with all sails set to the best advantage. Saw a great number of Fowls of different kinds but no whales.

Middle part much the same brisk wind from N. S. N. to S. N. and thin flying clouds. Course E 1/2 South.

Latter part brisk wind from South and thick flying clouds. At 6 Aile set Studding-sails. At 8 A.M. took them down again and reefed top sails. So ends.

Lat. obs. 44. 14. South.

Long. by C. 141. 15. 45. E.

Monday January 25th

First part strong wind from South and thick cloudy cold heavy looking weather. Course E by South to South. Saw here a great number of fowls and some whale but but no whales -

Ocean on a Whaling voyage
1836.

Monday Jan^y 25. Continues
Middle part much the same. Strong winds from South
and thick cloudy squally weather. Course E by South
 $\frac{1}{2}$ S. South.

Latter part brisk wind from South. and thick
cloudy weather. Course E by S. $\frac{1}{2}$ S. South. Employed in
finishing our Mizzen top sail. Carpenter and Cooper
employed in repairing a storm boat. At. mendian fin-
ished our Mizzen top sail and shifted and bent it.
Sat. obs. 44° . $51'$ South. Long. by Cr. 144° . $26'$. $15'$ East

Tuesday Jan^y 26.
First part brisk wind from South and thick cloudy
hazy weather. Course E. by South with all sails set
to the best advantage. Employed in repairing and
briding our Spence. Carpenter and Cooper employed
in repairing storm boat. This afternoon dried all our
lines being the first opportunity for drying them in ten
or fifteen days.

Middle part much the same brisk wind
from South and thick overcast weather. Course East.
 Latter part light breezes from S. S. W.
and thick overcast weather. Course East. Carpenter
and Cooper employed in repairing storm boat. Hatch
employed in sundry necessary jobs about the rigging.
Sat obs. 45° . $12'$ South. Long by Cr. 147° . $16'$ East

Wednesday Jan^y 27.
First part Calm thick cloudy weather. Carpenter and
Cooper repairing storm boat. Blacksmith at his forge.
The watch barony employed about the rigging. The
water here is of a light green.

Middle part moderate breezes from North
to N. N. E. and thick hazy weather drove to the
Eastward by the wind.

Latter part brisk wind from North and
thin flying clouds Course E. N. E. Carpenter and Cooper
employed in repairing storm boat. Hatch employed

Ship Aile of Ann Bedford In the
1850.

Wednesday Jan 27. Continued
Favourably about ships duty. Two men with very
bad sores on their legs.
Lat. obs. $45^{\circ} 10'$ South. Long. by C. $148^{\circ} 49'$ East.

Thursday Jan 28th.
First part brisk wind from North and thin fly-
ing clouds. Stood to the E.N.E. by the wind with
all sails set to the best advantage. Carpenter and
Cooper employed in repairing store boat. Black-
smith at his work. Watch employed variously
about ships duty.

Middle part strong wind from North
and clear weather. Stood to the E.N.E. by the wind.
At midnight took in the main top Gallant sail.

Latter part strong wind from North
and clear weather. Stood to the E.N.E. by the wind.
Carpenter and Cooper employed in repairing
store boat. Blacksmith at his work. Watch
employed variously about ships duty. No ends
saw nothing remarkable.

Lat. obs. $44^{\circ} 55'$ South. Long. by C. $151^{\circ} 48' 45''$ East.

Friday January 29th

First part strong wind from North and thin cloudy
hazy weather. Stood to the E.N.E. by the wind. Carpen-
ter and Cooper employed in repairing on store boat.

Watch at sundry necessary jobs about the rigging. There
we experience a very strong South East Current.

At 3 P.M. took in the main top Gallant sail & put a reef in
the topsail. Middle part strong gales from North and

hazy weather. Stood to the E.N.E. by the wind.

Latter part much the same. Strong gales from N. and thin
flying clouds. Stood to the E.N.E. by the wind. Carpenter
and Cooper employed in repairing store boat. Watch

at sundry necessary jobs about the rigging. No was

Lat. obs. $44^{\circ} 46'$ South. Long. by C. $154^{\circ} 09' 00''$ East.

Indian Ocean on a whaling voyage

Saturday Jan^y 30th

First part strong gales from North and thick hazy weather. Steered to the E. N. E. Ship labouring hard under short sail. Carpenter and Cooper employed in repairing stowen boat. Watch employed at sundry necessary jobs about the rigging.

Middle part much the same, strong gales from N. and thick hazy weather. Steered to the E. N. E. by the wind. At 7 P.M. took in the Mizzen top sail.

Latter part strong gales from North and thick cloudy rainy weather. Steered to E. N. E. under short sail. Ship labouring hard. At 5 A.M. took in the Main sail. at 10.00. the wind died away and shifted from North to N. W. so rud. Calm -

Lat obs. $44^{\circ} 36'$ South Long by $D^{\circ} 156^{\circ} 29'$ or E -

Sunday January 31st

First part. Calm thick hazy weather. At 4 P.M. had a light breeze from West set all sail and steered North.

Middle part much the same light breeze from West and thick hazy weather. Course North.

Latter part brisk wind from N. to N. N. W. and thick cloudy hazy weather. Course North with all sails set to the best advantage.

Lat. obs. $45^{\circ} 59'$ South. Long by $D^{\circ} 157^{\circ} 00'$ or East.

Monday February 1st

First part brisk wind from N. N. W. and thick foggy weather. Steered to the N. W. by the wind with all sails set to the best advantage.

Middle part much the same. Strong winds from N. N. W. and thick overcast rainy weather. Steered to the N. W. by the wind.

Latter part much the same. Strong winds from N. N. W. and thick overcast wet weather. Steered to the N. W. by the wind. At 10. put a reef in the top sail.

Ship Side of New Bedford in the South
1866.

Monday Feb 9. ^{1st} continued

At Meridian took in top Gallant sail and
double reefed main and fore topsails.

Lat. obs 43. 06 South. Long by Cr 154. 48. 45. E.

Tuesday February 2nd

First part strong gales from N. N. W. to North
and thick squally rainy weather steered to the N. W.
by the wind At 3 P.M. took in the Main sail and
^{down reefed} main topsail. and sent down the fore top Gallant
yard. At 5 o'clock ship to the Eastward, ship laboring
hard under storm sail At 8 o'clock the wind shifted
to the N. W. with a heavy rain squall.

Middle part strong winds from N. W. and
rainy very unsettled weather. steered to the N. N. E.
by the wind under storm sail

Latter part moderate breezes from N. N. W.
and thick cloudy weather At 7 P.M. made all sail
and steered N. by East. At 10 o'clock sent up on fore
Top Gallant yard. so was, saw a great number of
Albatross.

Lat obs. 42. 23. South

Long by Cr 155. 11. 00 East

Wednesday February 3rd

First part moderate breezes from N. to N. S. W. and
thin flying clouds. Course N. N. E. with all sails set
to the best advantage. At 4 P.M. unhooked our main-
topsail. and bent another. At 5 o'clock took in the Starboard
Quarter boat to repair and put out another. Here the
ground looks lively as for birds. but saw no Whales

Middle part much the same moderate breezes
from S. W. and clear pleasant weather. Course N. N. E.

Latter part brisk wind from S. S. W. and thin
cloudy weather. Course N. E. by N. with all sails set
to the best advantage. At 7 P.M. put out the Starboard
Watch Employed in getting our boats ready for whaling
Carpenter and Cooper Employed in repairing stern boat.

Lat obs. 40. 50 South. Long by Cr 156. 36. 30 East.

Pacific Ocean on a whaling voyage - 1836

Thursday February 4th -

First part brisk wind from S.S.W. to S.W. and thin flying clouds. Course N.E. by East with all sails set to the best advantage. Carpenter and Cooper employed in repairing store boat.

Middle part moderate breezes from S.W. and clear pleasant weather. Course N.E. by East $\frac{1}{2}$ East

Latter part light breezes from S.W. to N.N.W. and thin flying clouds. Course N.E. by E. $\frac{1}{2}$ East

Carpenter and Cooper employed in repairing store

boat. Hatch employed in repairing main Spencer

Lat. obs. 40° South

Long. by Cr 159° 14' 45" East

Friday February 5th

First part moderate breezes from N.N.W. to N.W. and thin flying clouds. Course N.E. by E. $\frac{1}{2}$ E. with all sails set to the best advantage. All hands employed in repairing our main top sail and main Spencer. Carpenter and Cooper repairing store boat.

Middle part brisk wind from N.W. and clear weather. Course N.E. by E. $\frac{1}{2}$ E. with all sails set to the best advantage.

Latter part strong wind from North. and thick flying clouds. Course N.E. by E. $\frac{1}{2}$ E. At 10 AM. hauled in all our studding sails and braced sharp by the wind.

Watch employed in repairing our main top sail. At 11 AM. finished and bent on main Spencer. Carpenter and

Cooper employed in repairing store boat. So was

Lat obs. 39° 33' South.

Long. by Cr 162° 10' 45" East

Saturday February 6th

First part strong winds from N by W. and thick cloudy hazy weather. Stood by the wind to the N.E. with all sails set to the best advantage. All hands employed in repairing main top sail. Carpenter and Cooper in repairing store boat.

Ship Aile of the Bradford in the South
1836.

Saturday February 6 Continued

Middle part strong wind from N.W. and thick
cloudy drizzly weather stood to the N.E. by the wind

Latter part light breezes from N.N.W.
to W. and thick cloudy drizzly weather stood to the N.E.
Carpenter and Cooper employed in repairing stowen
boat. All hands inclining to hurry.

Sat obs. $38^{\circ} 58'$ South

Long by \odot $164^{\circ} 25' 45''$ East

Sunday February 7th

First part light breezes and variable with frequent
calms and thick hazy weather. stood to the N.E.

Carpenter and Cooper employed in repairing stowen boat.

Middle part light breezes from North to N.N.E.
and thick rainy weather. stood to the Eastward by the
wind.

Latter part light breezes from North to N.N.W.
stood to the Eastward by the wind. At 9 A.M. the wind
shifted sudden in a calm squall to the S.W. took in
light sails. and steered N.E.

Sat. obs. $38^{\circ} 32'$ South

Long by \odot $165^{\circ} 26' 45''$ East

Monday February 8th

First part strong wind from S.W. and thick squally
weather. attended with fine rain. Course N.E. with all
sails set to the best advantage. Here we experienced a
strong S.E. Current.

Middle part much the same strong wind
from S.W. and thick squally weather. Course N.E.

Latter part much the same strong wind from
S.W. and thin flying clouds. Course N.E. watch em-
ployed repairing our main top sail. Carpenter and
Cooper at Meridian finished repairing our boats.

Sat. obs. $36^{\circ} 57'$ South.

Long by \odot at 7.20 A.M. $166^{\circ} 49' 45''$ East

by Chronometer $167^{\circ} 05' 15''$ East

Difference $13^{\circ} 30'$

Pacific Ocean on a Whaling Voyage

Tuesday February 9th

First part strong wind from S.W. and thick flying clouds. Course N.E. with all sails set to the best advantage. All hands employed in repairing our main top sail and at other necessary jobs.

Middle part much the same strong wind from S.S.W. to S.S.E. and clear weather. Course N.E.

Latter part much the same strong wind from S.W. Course N.E. with all sails set to the best advantage. Watch employed in repairing our main top sail At midday went on main sail for the purpose of heading it. So was.

Lat obs. 35. 29 South. Long by 6^h 171. 36. 45 East

Wednesday Feb 10th

First part strong wind from South to S.S.E. and thin flying clouds. Course N.E. by E. with all sails set to the best advantage at 6 P.M. took in all light sail and double reefed the top sails and hauled up the fore sail for the night

Middle part much the same strong wind from S.S.E. to S.E. and thick flying clouds. At midnight brought the ship to the wind S.W.

Latter part brisk wind from E. to N.E. and clear weather. Course N.E. At 10 A.M. saw the 3 Kings Islands of New Zealand Bearing N. by E. distance 20 miles. Steered off for them. So ends.

Lat obs. 34. 30 South. Long by 6 172. 06. 00 East

Thursday February 11th

First part brisk wind from E.S.E. and thin flying clouds. Stood to the N.E. by the wind At 2 P.M. saw 2 sails. At 3 P.M. finished heading our main sail and went At 6 do. the Island farther west of the three Kings. bore S.W. by W. 10 Miles distant the Eastern one bore S. Ely S. South 15 Miles distant At 7 do. went in light sail.

Ship Side of New Bedford in the South.

Thursday Feb. 11th Continues

Middle part brisk wind from E.S.E. and clear weather. Stood to the N.E. by the wind under short sail.

Latter part much the same brisk wind from E.S.E. and clear weather. Stood to the N.E. by the wind under all sail. 2 Ships in sight. At Meridian spoke the Bark Juno. of Sydney, with 750 Barrels of Spinn. oil 16 months out. So was, —

Lat obs. 33.42. South. Long by Cr. — 173.17. East

Friday February 12th

First part strong winds from E.S.E. and thin flying clouds. Stood to the N.E. under short sail in company with the Bark Juno till 6 P.M. then veered ship to the South and put her under snug sail for the night.

Middle part much the same strong wind from E.S.E. and squally weather. Stood in for the land till 4 A.M. then veered ship to the N.E. and made sail.

Latter part much the same strong wind from E.S.E. and thick flying clouds. Stood to the N.E. till Meridian then veered ship to the South. So was.

Lat. obs 33.56. South. — Long. by Cr. 173.30. East

Saturday Feb. 13.

First part strong winds from E.S.E. and clear weather. Stood in for the land till 6 P.M. then veered ship to the N.E. with North Cape Bearing West 10 Miles distant. At 7 do put the ship under snug sail for the night.

Middle part much the same strong wind from E.S.E. and hard squalls attended with rain and hail.

Latter part much the same strong winds from E.S.E. and thin flying clouds. At 6 A.M. veered ship to the South. At 10 do saw a sail standing to the Westward apparently out of the Bay. feeling anxious to speak him to get some information at Meridian veered ship and bore back for her. So was.

Lat. obs. 34.37. South. Long by Cr. 173.42 East

Pacific Ocean on a whaling voyage
1836.

Sunday February 14th

First part strong winds from E.S.E. to E.N.E. and thick squally weather. At 1 P.M. spoke the Ship Benjamin Rush of Warren 36 months out. 1600. - Barrels of sperm oil. Capt. Coffin Master just out the Mangaroo Bay and bound on a cruise off the three Kings. Capt. Coffin recommended Mangaroo Bay as a fine place to recruit a ship but rather blind to get in and not much frequented. He says the Bay of Islands is a place of no recruits as vegetation is very scarce owing to so many ship. and recommended me by all means to go into Mangaroo Bay. At 2 P.M. left the Benjamin Rush made all sail and stood off shore N.E. till 6 P.M. then veered ship in shore till 8. then again veered ship off shore.

Middle part much the same strong winds from E.S.E. to E.N.E. and thick squally weather attended with rain. At 2 A.M. veered ship in shore.

Latter part much the same strong wind from E.S.E. to E.N.E. and thick squally rainy weather. At 10 A.M. veered ship off shore. So ends. Land distant about 5 and 20 or 30 miles. Lat obs. 34°. 33. South - Longitude by Dr 174°. 05. East.

Monday February 15th

First part strong wind from E.S.E. to E.N.E. and thick squally weather. Tacked off and in shore plying for the Bay of Mangaroo. At 7 P.M. the most western Land in sight Bearing N. by South. Flat Island off the Bay bearing S by E. distance 15 or 20 miles. The most S.E. Land in sight Bearing S.E. by South. At 8 A.M. put the ship under snug sail for the night and stood off shore.

Middle part much the same strong wind from E.S.E. and thick squally weather. At Meridian veered ship in shore.

Latter part strong wind from E.S.E. to E.N.E. and thick rainy weather. Hauled up the courses and lay by. waiting for the weather to lighten. So ends. Lat. obs. 34. 47. South

Land in Sight 25 or 30 miles distant.

Ship Aile of New Bedford in the South Pacific
1836.

Tuesday February 16th

First part brisk wind from E.S.E. and thick squally -
looking weather. At 1 P.M. the weather lighted cleared
Ship and made all sail for the Bay of Wanganoo. Employed
in clearing away our Anchors and chains. At 3 P.M. got down
off the Bay but feeling not sure sent the 2nd Officer to
make a survey of the Bay, and to procure some person
to assist us in. At 4 do 2nd Officer returned bringing Dr.
Stevens and one of his attendants a Carpenter from there
to assist us in getting into the Bay but coming on dark
and the wind growing light thought it best to lay off
for daylight. accordingly at 8 heaved ship to the E.N.E. and
made all sail off shore.

Middle part light breezes from S.S.W. and clear pleas-
-ant weather lay off and on the Bay.

Latter part much the same light breezes from S.S.W. and
clear pleasant weather. At Daylight made all sail and
tacked off and on plying for the Bay to windward.

Land in sight.

Wednesday February 17th

First part light breezes from S.W. to N.N.W. and very
baffling. At 1 P.M. stood in for the bay of Wanganoo
At 1.30 entered the heads of the Bay wind dying away
and owing to a head current let go the anchor in 19 Fathoms
of water. Clewed up and furled all sail. At 3 do weighed
Anchor commenced edging with our tow lines up the Bay.
At 4 got the ship abreast of Peach Island and came
to in 17 Fathoms for the night. At 5 next morning hove
up and warped the ship to the upper anchorage and came
to in 8 or 10. Fathoms of water and commenced watering the
Ship and trading with the natives.

At Anchor in Wanganoo Bay.

Thursday Feb. 18th

First part light variable breezes and pleasant weather
All hands employed in wooding and watering the ship
and trading with the Natives for Hogs and potatoes
Schooner Rep of Hobart Town lying here trading for
potatoes for Sydney.

Clear on a Whaling voyage.

Friday February 19th

These 24 hours light breezes and clear pleasant weather employed in wooding and watering the ship and trading with the Natives for Hogs and potatoes. So ends got all our wood and water.

At Anchor in Mangaroo Bay -

Saturday February 20th

These 24 hours light breezes and overcast weather. This day let $\frac{1}{2}$ the crew go shore on liberty, the rest employed blacking ships bins, and trading with the Natives for Hogs and potatoes. At 7 P.M. our Liberty boat returned only bringing 5 Liberty men. Their liberty runs until to morrow morning - The liberty rather oversteaid their time but returned at 9 A.M. two or three somewhat intoxicated and unfit for duty. $\frac{1}{2}$ the officers gone on liberty. Men detained on account of the other watch not all returning so was -

At anchor in Mangaroo Bay -

Sunday February 21st

These 24 hours light breezes and variable winds outside of the harbour E.S.E. so ends nothing remarkable half the crew then on liberty.

At Anchor in Mangaroo Bay -

Monday February 22nd

These 24 hours moderate breezes and variable in the Harbour outside the winds E.S.E. $\frac{2}{3}$ of the crew employed in painting the ship $\frac{1}{3}$ on liberty. So ends. At Meridian the Schooner Sep. left the Bay for Sydney.

At Anchor in Mangaroo Bay -

Tuesday February 23rd

These 24 light breezes and variable $\frac{2}{3}$ of the crew employed in painting the ship. This morning got off three casks of fresh water $\frac{1}{3}$ on liberty so was.

At Anchor in Mangaroo Bay -

Ship File of New Bedford in the South 1836.

Wednesday Feb. 24th

First part light breezes and variable in the Harbour outside apparently Winds from E.S.E. At 9 A.M. took in our papp boat and shoved her overboard. and made all ready for getting under way. with the first fair wind the ship now being well recruited and all hands on board so well. At Anchor in Waugaroo Bay.

Thursday February 25th

First part calm thick cloudy weather At 2 P.M. a light breeze sprang up from the Westward here short and made an attempt to get under way but in a few minutes the wind shifted to the Eastward. gave the ship chase and furled the sail for the night

Middle part calm pleasant weather. had one man to run.

Latter part light breezes from the Westward and frequent calms. At 4 A.M. hove up our Anchor made all sail got our boats ahead and towed out of the bay.

At 8 do. got clear of the outer Island and had a fine breeze from the N.E.W. Employed in stowing our Anchors and chains. and shpping and rigging our boats for whaling so Ends 2 sails in sight.

Sat Obs. 34°. 39' South.

Land in sight

Friday Feb. 26th

First part moderate breezes from N.E.W. and clear pleasant weather. stood to the North with all sails set to the best advantage. Seeing 2 Sails to the Seeward manuevering for whales ran off for them At 2 P.M. spoke the Mary Mitchell of Nantucket Jay Master 300 barrels of Whel. oil and boiling, a 50 barrel whale. had seen whales yesterday

Middle part much the same moderate breezes from N.E.W. to S.W. and clear pleasant weather. stood off and on the land plying to the Westward.

Latter part much the same moderate breezes from N.E.W. and clear pleasant weather. stood to the North Employed in sorting over our vegetation and other necessary jobs

Sat Obs. 34°. 18. South.

Land in sight.

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Pacific Ocean on a Whaling Voyage

Saturday February 27th

First part moderate breezes from N. S. W. and clear pleasant weather stood to the North with all sail set to the best advantage employed in sorting over our vegetation and filling boats and gear for whaling.

Middle part brisk wind from N. S. W. and hazy weather at 10 P.M. tacked ship to the S. W.

Latter part moderate breezes from N. S. W. and thick hazy weather At 8 A.M. tacked ship to the North saw some pieces of Squid but no Whales employed in sorting over our vegetation and killing some Hogs for salting. So was. Land in Sight.

Sat obs. 34. 29 South

Sunday February 28.

First part light breezes from N to N. S. W. and clear pleasant weather stood off and on the land plying to the Westward.

Middle part much the same.

Latter part much the same. So was.

Sat obs. 33. 49 South.

Monday Feb 29th

First part light breezes from N. S. W. and thick hazy weather stood off and on the land plying to the Westward.

Middle part calm hazy weather.

Latter part calm clear weather At 6 A.M. saw a dead whale At 10 A.M. sent a boat to him. found him too far gone to try to cut him in. Cut an iron out of him marked W. W. At 11 A.M. light breeze from the North stood to the N. S. W. So was.

Sat. obs. 33. 59 South.

Land in Sight.

Tuesday March 1st

First part light breezes from N. W. and clear pleasant weather stood to the N. S. W. by the wind. saw no whales but the water is very sticky. Carpenter employed in repairing and painting boat. Cooper employed in repairing casks and packing pork.

Ship Nile of New Bedford in the South
1836.

Tuesday March 1st Continued

Middle part light breezes from West. and thick
hazy damp weather.

Later part light breezes from N. N. W. to N.
S. W. and clear pleasant weather. 2/3 of the crew
employed busily about the ships rigging. So ends
lay off and on the land plying to the westward.
Lat. obs. 33. 51 South. Land in sight.

Wednesday March 2nd

First part brisk winds from N. N. W. and thick
hazy weather. Stood to the South. Watch employed
busily about ships rigging.

Middle part strong wind from N. N. W. and thick
hazy damp weather. At 11 P.M. tacked ship to the
North.

Later part moderate breezes and variable and thick
rainy weather. At 10 A.M. saw land called it
the "Three Kings Island" bearing S. S. W. so ends.
plying to the Westward.

Lat. obs. 33. 56 South. Land in sight.
Long. by Acc. 173. 28. 30 East
Thursday March 3rd

First part light breezes from N. S. W. and clear pleasant
weather stood to the South by the wind with all sail
set to the best advantage. At 3 P.M. discovered by
the make of the land that we had been currented
25 or 30 miles to the Eastward. At 4 P.M. tacked
ship to the Westward under the determination to leave
the land as the currents are very strong here.
Watch employed busily. Carpenter mending ours.
Middle part moderate breezes from S. S. W. and
clear pleasant weather. Carried all sail to the
westward.

Later part moderate breezes from S. to S. S. W. and clear
pleasant weather. Carried all sail and steered best by
South. So ends. Watch employed busily.

Lat. obs. 33. 39 South. Land in sight.

Pacific Ocean on a Whaling Voyage.

Friday March 4th

First part light breezes from South to S.S.E. and clear pleasant weather. Steered West by South with all sails set to the best advantage. Seeing nothing here and looking discouraging. I now take my departure for Norfolk Island or the Middle Ground. Watch employed variously. Carpenter making oars.

Middle part wind and weather much the same. Came all sail and steered W. by South.

Latter part light breezes from S.E. and clear pleasant weather. Course W. by South. At 9 A.M. set fore top Mast Studdensail. Watch employed variously about ships duty. Carpenter employed making masting all for the ship. So ends.

Lat obs. 33° 25' South Long: by. Gr. 171° 08' 43" East

Saturday. 5th March.

First part light breezes from S.E. to S.S.E. and clear pleasant weather. Course N.W. at 3 P.M. saw a sail. At 10 P.M. spoke the Ship Samuel Robertson.

Mr. Kenzie six months out with 100 Tons of oil 100 Barrels of which being Sperm. bound in to New Zealand for recruits.

Middle part wind and weather much the same. At midnight parted company with the Samuel Robertson and steered N.W.

Latter part moderate breezes from E.N.E. and clear pleasant weather. Watch employed about ships duty.

At 10 A.M. saw a large shoal of Sperm Whales.

At 11.30. Came up with them lowered all boats and chased without success. So ends.

Lat obs. 33° 26' South Long by Gr. 170° 13' East

Ship Nile of New Bedford in the South
1836.

Sunday March 6th

First part moderate breezes from E.N.E. to N.E. and thick flying clouds. Boats off in chase of Whales. At 2 do Boats gave up the chase and came on board filled away and made all sail after them to the N.W.

At 4 do. light showers and thick hazy weather. Middle part light breezes and variable and light showers of rain headed to the N.W. -

Latter part light breezes from N.E. to S.E. and unvariable cloudy weather with frequent showers.

Course N.W. so on.

Lat obs. 32.02 South

Long. by Cr. 170.00.50 East.

Monday March 7th

First part moderate breezes from E.S.E. and thick cloudy unsteady weather and frequent showers of rain. Course N.W.

Middle part brisk wind from E.S.E. and thick cloudy heavy looking weather. Steered N.W. under moderate sail.

Latter part brisk wind from E.S.E. and thick flying clouds. Course N.W. in pursuit of Whales. At 8 A.M. bent our main royal and rove the rigging. Carpenter employed in making a Mizzen top Gallant Mast.

At 10 do. rove our wire tackle falls. So on and saw nothing.

Lat obs. 30.46 South.

Long. by Cr. 168.53.07 E.

Tuesday March 8th

First part strong winds from E.S.E. and thick cloudy rugged weather. Steered N.W. till 7 P.M. then took in sail and brought to to the South and double reefed top sail and fore sail for the night.

Middle part much the same strong wind from S.S.E. and thick cloudy rugged weather. Stood to the South under short sail.

Latter part much the same strong wind from S.S.E. and thick cloudy rugged weather. At 6 A.M. set double reefed top sails. headed to the South. At 8 A.M. ship crew

steered N.W. At 11 made more sail so on. Saw nothing remarkable.

Lat obs. 30.33 South.

Long by Cr. 168.01.15 East -

Pacific Ocean on a Whaling voyage.

Wednesday March 9th

First part strong wind from E.S.E. and thick cloudy weather stood to the N.N.W. under moderate sail. Hatched employed variously. At 2 P.M. sent up Mizzen top Gallant sail. Carpenter employed in making Mizzen top sail yard. At 6 P.M. put the ship under snug sail and hauled by the wind for the night to the E.S.E.

Middle part wind and weather much the same. Strong wind from E.S.E. and thick rugged weather.

Latter part much the same strong winds from E.S.E. and thick rugged weather. At 8 A.M. set the Fore sail and steered off N.N.W. Here the ground looks very lively as for birds so was Carpenter employed in making a Mizzen top sail yard.
Lat obs. 29° 45' South Long by Cr 167° 19' 00' East

Thursday March 10th

First part strong gales from E.S.E. and thick cloudy hazy weather. Stood to the N.N.W. under moderate sail till 4 P.M. then hauled to the N.E. At 5 A.M. took in the fore sail and close reefed the top sail. At 8 A.M. veered ship to the S.S.E.

Middle part wind and weather much the same. Strong wind from E.S.E. and thick cloudy hazy weather. Lay under short sail headed to the S.S.E.

Latter part strong gales from E.S.E. and thick cloudy hazy weather. At 6 A.M. set the fore sail. At 8 A.M. steered off N.W. so was Carpenter employed in making Mizzen top sail yard.
Lat. obs. 28° 40' S. Long by Cr 166° 34' 15' East

Friday March 11th

First part strong gales from E.S.E. and thick hazy weather stood to the N.W. under moderate sail till 6 P.M. At 8 A.M. brought the ship to the wind headed to the South.

Middle part much the same strong gales and stormy weather.

Ship Nile of New Bedford in the South.

Friday March 11th Cont.

Latter part much the same strong gales from E.S.E. to S.E. and thick flying clouds lay by under storm sail headed to the Westward. So ends.

Lat. obs. $28^{\circ} 13'$ South. Long. by Cr. $166^{\circ} 05' 22''$ East

Saturday March 12th

First part strong gales from S.E. to S.S.E. and thick heavy looking weather lay by under storm sail headed to the Eastward.

Middle part much the same at Midnight were ship to the S.W.

Latter part much the same strong gales from S.S.E. and thick flying clouds lay by under storm sail headed to the S.W. so ends.

Lat obs. $27^{\circ} 49'$ South. Long by Cr. $166^{\circ} 01' 07''$ E.

Sunday March 13th

First part strong gales from S.E. and thick squally cloudy heavy looking weather At 2 P.M. veered ship to the Eastward. At 4 P.M. took in the Bough boat close reefed the Main top sail and set the fore Spencer.

Middle part much the same strong gales from S.E.

At midnight veered ship to the S.S.W.

Latter part much the same strong gales from S.E. and thick squally cloudy heavy looking weather so ends ship labouring hard under short sail headed to the S.S.W.

Lat obs. $28^{\circ} 04'$ South. Long by Cr. $165^{\circ} 41'$ East

Monday March 14th

First part strong gales from S.E. and thick squally cloudy looking weather. Ship labouring hard under then close reefed top sails headed to the S.S.W. At 4 P.M. veered ship to the Eastward.

Middle part much the same strong gales and cloudy damp weather. At 4 A.M. veered ship to the S.S.W.

Pacific Ocean on a Whaling voyage

Monday March 14th Cont.

Latter part weather more moderate wind from S.E. with thick flying clouds. Ship labouring hard under three close reefed top Sails headed to the S.S.W. At 9 A.M. without our fore sail to repair so ends 2/3 of the crew employed in repairing fore sail.

Lat obs. $27^{\circ} 59'$ South.

Long by \odot $165^{\circ} 22'$ 30 E.

Tuesday March 15th

First part strong ^{wind} from S.E. to S.S.E. and thick cloudy squally heavy looking weather and a bad sea ship labouring hard under three close reefed top Sails headed to the S.W. 2/3 of the crew employed in repairing fore sail. At 6 P.M. veered ship to the Eastward.

Middle part much the same.

Latter part strong winds from South to S.S.W. and thick flying clouds. At 8 A.M. veered ship to the Westward. Employed in repairing our fore sail. At 11 do finished our fore sail and bent it so ends.

Lat obs. $27^{\circ} 56'$ South. Long by \odot $165^{\circ} 13'$ 15" East.

Wednesday March 16th

First part brisk wind from West to W.S.W. and thick heavy weather. At 2 P.M. more moderate set the foresail and turned a reef out of the main top sail and steered N.W.

Middle part moderate breezes from West to W.N.W. and thick cloudy damp weather stood to the North under moderate sail.

Latter part light breezes from W.N.W. and thin flying clouds. At 6 A.M. made all sail and stood to the North. so was saw nothing. Grounda looking very barren.

Lat. obs. $27^{\circ} 01'$ South.

Long by \odot $165^{\circ} 40'$ East.

Ship Nile of New Bedford in the South

Thursday March 17th

First part light breezes from E.S.E. and clear pleasant weather. Stood to the N.W. with all sails set to the best advantage. 2/3 of the crew employed variously about the ships rigging. Carpenter employed in making a martingale.

Middle part calm pleasant weather.

Latter part do. pleasant weather. At 8 A.M. sent down our Mizzen top sail yard to shift employed in fitting new Mizzen top sail yard. So ends saw nothing. Lat. obs. 26° 57' South. Long. by Cr 165° 38' East.

Friday March 18th

First part moderate breezes from E.S.E. and clear pleasant weather. Stood to the N.W. with all sails set to the best advantage. Passed through a great deal of dirty water resembling iron rust water very thick with it in patches. Saw no fowles nor fish of any kind.

Middle part much the same. light breezes from E.S.E. and clear pleasant weather. Stood to the N.W. with all sails set to the best advantage.

Latter part much the same light breezes from E.S.E. and clear pleasant weather. Stood to the N.W. at Meridian finished our new Mizzen top sail yard and bent the sail so ends.

Lat. obs. 26° 31' S.

Long by Cr 165° 13' 00" E.

Saturday March 19th

First part moderate breezes from E.S.E. and thick flying clouds. Stood to the N.W. with all sails set to the best advantage. 2/3 of the crew employed variously about the ships rigging.

Middle part moderate breezes from E.S.E. to E.N.E. and thick cloudy weather. Stood to the N.W. under moderate sail.

Latter part brisk wind from E.S.E. and clear pleasant weather. At 5 A.M. made all sail and stood N.W. At 6 A.M. saw a large sperm whale going quick to the Eastward - Could not get near enough to

Pacific Ocean on a Whaling Voyage

Saturday March 19th

Lower our boats so was

Lat obs. $25^{\circ} 49'$ South

Long by Cr $164^{\circ} 30' 45''$ East

Sunday March 20th

First part brisk wind from East to E.S.E. and thick flying clouds. Stood to the N.E. with all sails set to the best advantage in pursuit of Whales. At 6 P.M. seeing nothing ground looking very barren took in sail for the night

Middle part strong wind from E. to E.N.E. and thick squally weather.

Latter part brisk wind from E.N.E. and thin flying clouds. At 5 A.M. made all sail and stood to the N.E. ground looking very barren and seeing nothing lashed ship to the S.E. and made all sail. Saw nothing without a few flying fish.

Lat obs $25^{\circ} 49' S$

Long by Cr $164^{\circ} 58' 37''$ East

Monday March 21st

First part brisk wind from E.N.E. and thick cloudy squally looking weather. Carried all sail and steered S.E. Saw nothing

Middle part much the same strong wind from E.N.E. and thick cloudy squally looking weather. Set a whole watch and carried all sail to the S.E.

Latter part brisk wind from E.N.E. and thick cloudy heavy looking weather. At 7 A.M. saw sperm Whales going quick to the windward. At 8. put off all boats in chase. At 11 do. struck two. Killed one. At Meridian succeeded in taking him along side. The crew drew from the other and lost him. So made boats in chase of more whales.

Lat obs. $27^{\circ} 01'$ South

Long by Cr $165^{\circ} 47' 15''$ East

Tuesday March 22nd

First part brisk wind from East and clear pleasant weather. At 3 P.M. our boats returned without the success of getting another whale. At 4 do. began to cut in our whale. At 7 do. got the Head off and lashed the body down for the night.

Ship Nile of New Bedford in the South
1836.

Tuesday March 22nd Cont.

Middle part brisk wind from E. N. E. and thick
hazy weather lay by our whale.

Latter part moderate breezes from E. S. E. and then
cloudy weather. At 6 began to cut on our whale.
At 10. do. got the body in & at 1/2 after 11. finished
made sail wore ship and stood to the South by the
wind. The ground looks lively here as for birds, but
saw no whales. So Ends.

Lat. obs. 27° 12' South

Long by Cr. 165° 51' East

Wednesday March 23rd

First part light breezes from S. E. and calm baffling
weather. stood to the S. W. under moderate sail. At 3 P. M.
began to boil our whale.

Middle part much the same light breezes and calm
baffling weather.

Latter part light breezes from the South to S. S. E. stood
to the S. W. with all sails set to the best advantage.

At Noon squally heavy looking weather, took in all
light sail double reefed the topsails, and wore ship
to the Eastward. So Ends employed in boiling our whale.

Lat obs 27° 22' South

Long. by Cr. 165° 54' East

Thursday March 24th

First part strong wind from South and thick

squally heavy looking weather. stood to the Eastward
under short sail. Employed in boiling our whale.

Middle part much the same strong wind from South
to S. S. E. and clear weather. stood to the Eastward

till midnight, then wore ship to the Westward.

Latter part brisk wind from S. S. W. and thin flying
clouds. stood to the S. W. by the wind employed in
boiling and coopersing our oil. At 10. A. M. finished
boiling. At noon stood off N. S. W. in pursuit
of Whales. So Ends. Saw nothing remarkable.

Lat. obs. 27° 26' South

Long. by Cr. 166° 01' 52" East

Pacific Ocean on a Whaling Voyage.

Friday March 25th

First part moderate breeze from South and clear pleasant weather. Steered from N. to N.W. in pursuit of Whales. till 6 P.M. then brought the ship to to the S.W. under short sail for the night.

Middle part much the same brisk wind from S.E. to E.S.E. and pleasant weather. Stood to the Southward under short sail all night.

Latter part brisk wind from E.S.E. to E.N.E. and clear pleasant weather. Stood to the South all Hands employed in stowing down our oil. So ended. At Meridian wore ship to the North.

Lat obs. 27° 56' South Long. by Cr. 165° 36' 15" East.

Saturday March 26th

First part strong wind from E.N.E. and cloudy weather. Stood to the North under short sail. Employed in stowing down our oil. At 4 P.M. finished.

Middle part much the same. Strong wind from E.N.E. and thick cloudy weather. Stood to the North all night under moderate sail.

Latter part strong wind from N.E. to N.N.E. and thick cloudy squally looking weather. At 8 A.M. wore ship to the E.S.E. so ended. Saw nothing remarkable.

Lat. obs. 27° 19' South Long. by Cr. 165° 44' 05" East

Sunday March 27th

First part brisk wind from N.N.E. and thick cloudy weather. Stood to the E.S.E. in pursuit of Whales. Saw nothing.

Middle part much the same brisk wind from N.N.E. and clear pleasant weather. Carried all sail and steered E.S.E.

Latter part calm warm pleasant weather so ended. Saw nothing.

Lat. obs. 28.00 South Long. by Cr. 167° 12' 45" East

Ship Aile of Aile Bedford in the South
1836.

Monday March 28th

First part calm hot sultry weather

Middle part moderate breezes from S.E. to East and
clear pleasant weather stood to the South.

Latter part moderate breezes from East to E.S.E. and
clear pleasant weather. At 8 A.M. tacked ship to the
South and made all sail in pursuit of whales.

So ends 2/3 of the crew employed variously about
ships duty.

Lat. obs. 28. 17' South. Long. by Cr. 167. 18. 30' East.

Tuesday March 29th

First part moderate breezes from S.S.E. and clear
pleasant weather. Stood to the S.W. with all sails set
to the best advantage in pursuit of whales but saw
nothing. At 6 P.M. took in light sails.

Middle part much the same light breezes from S.S.E.
and clear pleasant weather. At 10 P.M. veered ship to
the S.E. At 4 A.M. veered ship to the S.W.

Latter part light breezes from E.S.E. to S.S.W. and clear
pleasant weather. At 6 A.M. saw Norfolk Island
Bearing S.E. by East Distance about 33 Miles At 8 A.M.
veered ship to the Eastward. At 10.30 saw a sperm
Whale going quick to the S.S.W. so ends employed in
altering and repairing our Mizen top Gallant sail.

Lat. obs. 28. 35' South. Long. by Cr. 167. 21' East

Wednesday March 30th

First part moderate breezes from South to S.S.E. and
clear pleasant weather. Stood to the Eastward with
all sails set in chase of the whale. At 1 P.M. he
came up going quick to the S.S.W. tacked ship
for him and sent off 3 boats. At 3 P.M. came up
with him struck and killed him. At 6 a.m. took
him to the ship and took in sail for the night.
Norfolk Island Bearing E.S.E. distance about
Forty miles.

47 Pacific Ocean on a Whaling Voyage.

Wednesday March 30th Continued

Middle part light breezes from the South lay by our whale
Latter part light breezes from S.W. and clear pleasant
weather. At 6 A.M. commenced cutting our whale with
Norfolk Island Bearing E.S.E. about 20 Miles being
currented last night Twenty miles right to windward
At 10 do succeeded in getting the Whales head off
and the body in and commenced cutting it so was
no observation

Land in Sight

Thursday March 31st

First part moderate breezes from S.W. to S.S.W. and a
high swell. At 1 P.M. finished cutting head. At 3 do
cleared up our decks, wore ship to the S.W. and made
sail. At 4 do employed in cutting up the whales
Junk and putting it into casks.

Middle part moderate breezes from E.S.E. and pleasant
weather. Employed in boiling head
Latter part moderate breezes from East. and clear pleas-
ant weather. At 6 A.M. made sail to the S.W. At 7 do
wore ship to the N.E. At 11 do. saw 2 ships under short
sail between the Islands. so was employed in boiling our
whale.

Lat obs. 29° 08' South.

Land in Sight. —

Friday April 1st

First part moderate breezes from E. to E.S.E. stood to the
N.E. At 6 P.M. put the ship under short sail for the
night

Middle part much the same moderate breezes and
pleasant weather. At 10 P.M. wore ship to the South.

At 4 A.M. wore ship to the N.E.

Latter part moderate breezes from South to S.S.W. At
8 A.M. wore ship to the S.E. Norfolk Island bearing
E by North. about 20 Miles distant. one sail in sight
between the Islands. so was employed in boiling our
whale.

Lat. obs. 29° 14' South.


Land in Sight

Ship file of New Bedford in the South
1836.

Saturday April 2nd

First part moderate breezes from E to E.N.E. and thick cloudy hazy weather. Stood to the North with all sails set to the best advantage. Saw nothing at 6 P.M. finished boiling.

Middle part light breezes from E.N.E. to E.S.E. and cloudy weather. Set 3 matches and carried sail to reach up under the Island.

 Latter part moderate breezes from E.S.E. and clear pleasant weather. Stood to the South. At 8 A.M. saw a ship in shore manœuvring for whales. At 9 A.M. saw the whales put off with all 4 boats in chase. At 10 one boat struck and killed a whale. At 11 A.M. took him to the ship. Kept off for our other boats and carried all sail. So was 2 other ships in company chasing whales. No obs. -- Land in sight.

Sunday April 3rd

First part moderate breezes from N.E. and hazy weather. 3 Boats off chasing whales. At 1 P.M. hooked to our whale and began to cut with one boat's crew. At 3 A.M. finished. At 4 our boats returned with no success. Hauled to to the Eastward and made sail. At 7 A.M. began to boil and put the ship under snug sail for the night. Middle part brisk wind from N.N.E. to N.N.W. and thick cloudy weather. Stood to the N.E.

Latter part strong wind from N.N.W. and thick cloudy heavy looking weather. At 9 A.M. Norfolk Island bore N.N.W. distance 35 or 40 miles. Employed in boiling our whale. So was. Two ships in sight.

No obs. -- Land in sight.

Monday April 4th

First part brisk wind from N.N.W. and thick hazy weather. Stood to the N.E. till 2 P.M. then wore ship to the westward. One sail in sight under our lee. At 4 P.M. finished boiling our whale. Employed in coopers, on oil. At 6 A.M. put the ship under snug sail for the night and wore ship to the N.E.

Pacific Ocean on a Whaling Voyage.

Monday. Continued.

Middle part moderate breezes and variable from N.E. to N.W. and hard showers of rain. Lay by.

Latter part calm hazy showery weather employed in stowing down our oil. So ends Norfolk Island. Bearing N.W. about 40. Miles distant.

Lat obs. 29.30. S.

Land in Sight

Tuesday April 5th

First part light breezes from South to E.S.E. and thick hazy weather. Stood to the S.W. under short sail. Employed in stowing down our oil. At 6 finished.

Middle part light breezes from E.S.E. Steered N.E. under easy sail half the night then hauled to to the Eastward and lay by for the night.

Latter part strong wind from E.S.E. and thick hazy weather. At 8 A.M. made sail and kept off West for the Island. At Noon the small Island bore N.W. distant about 10 Miles hauled to and steered S.W. in pursuit of whales. Here we tried our Chronometer and find her little or nothing out of way. So ends.

Lat obs. 29.14. South.

Long by 6. 168. 11. 45 East

Wednesday April 6th

First part strong winds from E.S.E. and thick cloudy overcast weather. Steered various courses in pursuit of Whales. At 2 P.M. saw a sail at 4 P.M. Norfolk Island bore N.N.W. distant about Twenty miles. At 6 do. put the ship under snug sail for the night and steered by the wind to the South.

Middle part much the same strong winds from E.S.E. to E.N.E. and thick cloudy overcast weather. At midnight wore ship to the N.E. At 4 A.M. wore back again to the South.

Latter part strong gales from E.N.E. and thick rainy weather. At 8 A.M. furl'd the fore sail and lay

by under double reef. top sails. Headed S.S.E.

Ship File of New Bedford in the

Thursday April 7th

First part strong gales from N.E. to N.N.E. and thick cloudy rainy weather lay by under double reefed top sails. Headed to the S.E.

Middle part ditto strong gales from N.E. to N.N.E. and thick cloudy rainy weather. At midnight took in the Mizzen top sail and close reefed the Main top sail.

Latter part strong gales from N.N.E. and hard squalls attended with heavy rain. At 8 A.M. took in the Bough boat and sent down the fore top Gallant yard. At 10 do. took in the fore top sail so ends. Ship labouring hard under storm sail. No obs; Lat $29^{\circ} 30' 20''$ S. Long by $29^{\circ} 168^{\circ} 38'$ East

Friday April 8th

First part strong gales from N.N.E. and hard squalls attended with hard rain lay by under storm sail. Headed to the S.S.E. At 2 P.M. took in the Main top sail and put a Preventer brace on the Main top sail yard.

Middle part more moderate wind from N.N.E. and thick cloudy weather.

Latter part strong wind from N.N.E. and thick hazy rugged weather. At 6 A.M. made moderate sail and stood to the Eastward so ends saw nothing.

Lat obs. $31^{\circ} 31'$ South

Long by $29^{\circ} 169^{\circ} 06'$ E

Saturday April 9th

First part strong gales from N.N.E. and thick cloudy squally rainy weather stood to the Eastward under close reefed top sails and stormy stay sail. At 6 P.M. took in the Mizzen top sail.

Middle part much the same strong gales from N.N.E. and frequent hard squalls of rain.

Latter part much the same strong gales from N.N.E. with thick broken cloudy weather. so ends. Ship labouring hard. Headed to the Eastward under storm sail.

Lat obs $33^{\circ} 49'$ South

Long by $6^{\circ} 169^{\circ} 51'$ East

South Pacific Ocean on a Whaling Voyage.

Sunday April 10th

First part strong gales from North to N.N.E. and thick cloudy heavy looking weather. Stood to the E.S.E. under close reefed top sails and stay sail saw nothing.

Middle part more moderate wind from North weather thick and cloudy. Ship heading from West to E.N.E. under storm sail.

Latter part moderate breezes from N.N.W. to N.W. and thick cloudy heavy looking weather. At 8 P.M. set the fore sail and kept the ship off E.S.E. for the Three King Islands. So ends.

Lat obs. 33. 17' South. Long. by 6. 17. 55. 45' East

Monday April 11th

First part thick unsteady weather. with frequent squalls from N.N.E. attended with rain at intervals no wind. and heavy thunder to the Eastward. Stood to the Eastward under short sail. At 4 P.M. furlled the Fore sail.

Middle part variable wind from North to N.E. lay by. Headed to the Eastward under close reefed top sails.

Latter part light breezes from North and thick cloudy weather. At 7 A.M. put the Bough and Mast Boats on the Crayons. At 8. made more sail. At 10 a.m. saw Land called it the Kings Islands. So ends.

Lat. obs. 34. 01' South.

Tuesday April 12th

First part brisk wind from N.N.E. and thick cloudy heavy looking weather. Stood to the Eastward under short sail. till 4 P.M. then backed ship to the N.W. and took in Gib and fore sail in furling the fore sail. Carpenter fell from the fore yard down upon the ships railing. and gave him considerable of a shock but no serious injury.

Ship Aile of New Bedford in the

Tuesday April 12th Continued.

Middle part much the same strong wind from N.N.E. and thick cloudy squally rainy looking weather. stood to the N.W. under short sail till 2 A.M. then wore ship to the Eastward and set the fore sail.

Latter part brisk wind from N.N.E. and thick cloudy squally looking weather with frequent showers of rain. At 7 A.M. made sail and stood to the Eastward. so was.

Lat obs. 33.44 South.

Long: by 6^h 172.48 East

Wednesday April 13th

First part brisk wind from N.N.E. and thick cloudy squally heavy looking weather. and a very bad rolling swell from the S.W. stood to the Eastward with all sails set to the best advantage. At 1 P.M. saw Spume Whales put off with all boats in pursuit of them. At about 4 P.M. boats came up with them struck and killed one. At 7.30 took him to the ship and took in Scie for the night.

Middle part moderate breezes from N.N.E. and a bad swell lay by our whale.

Latter part moderate breezes from N.N.E. and thick cloudy heavy looking weather. At 6 A.M. hooked to our whale. wore ship and began to cut. At 10 a.m. got the body in and hooked to the head. At Meridian finished. The Three King Islands in sight.

Bearing S.S.W. about 20 miles distant. made sail and stood to the N.W. so was.

No obs. -

Land in sight

Thursday April 14th

First part brisk wind from N.E. to E.N.E. and thick cloudy squally heavy looking weather. stood to the N.W. by the wind under moderate sail. At 2 P.M. began to boil on our whale.

South Pacific Ocean on a Whaling voyage

Thursday April 14th Continued

Middle part strong wind from E. and thick cloudy squally weather and a very bad swell from the S.E. stood to the North under moderate sail employed in boiling our whale.

Latter part strong wind from E. and thick cloudy weather At 8 A.M. wore ship and stood to the S.S.E. by the wind so was employed in boiling our whale
Lat obs. 33° 21' S. Long by Cr 172° 44' 30" E.

Friday April 15th

First part strong wind from East and thick cloudy squally heavy looking weather. stood to the S.S.E. under short sail. Employed in boiling our whale At 6 P.M. wore ship to the N.E.

Middle part much the same strong wind from E. to E.S.E. and thick squally weather stood to the N.E. under short sail.

Latter part strong gales from East to E.S.E. and thick cloudy squally rainy weather. At 4 A.M. wore ship to the South. At 5 do. finished boiling our whale At 10 do. wore back to the N.E. so was a very bad sea and swell from the S.E.

Lat obs. 33° 38' South

Long by Cr 173° 02' 33" East

Saturday April 16th

First part strong gales from E.S.E. and hard squalls attended with rain. stood to the N.E. under double reefed top sails and stay sail.

Middle part much the same strong gales from E.S.E. and thick squally rainy weather. stood to the N.E. under double reefed top sails and stay sail.

Latter part much the same strong gales from E.S.E. and thick cloudy squally rainy weather At 8 A.M. wore ship to the S.S.E. so was ship labouring hard under double reefed top sails and stay sail

Lat obs. 33° 22' South

Long by Cr 174° 05' East

Ship File of the Bedford in the South
1836.

Sunday April 17th

First part strong gales from E.S.E. to E. & E. and then
cloudy squally heavy looking weather. At 1 P.M. the
rain somewhat abated and we began to stow down
our oil. At 3 P.M. hauled up the Fore sail, and
stood to the South under double reefed top sails.

At 8 a.m. finished stowing down our oil.

Middle part moderate breezes from E. & E. made sail
stood to the S.E. had some squalls of rain.

Latter part light breezes and variable from A.T.E. to
A.W. and a bad rolling swell bearing to the S.W.

At 8 A.M. saw a Humpback whale. At 9 a.m. the
weather cleared up so that we saw the land. Bearing
S.W. distant 10 miles. (Proved to be the North Cape
of New Zealand. So ends.

No obs.

Land in Sight

11/1

Monday April 18th

First part light breezes from N. to N.S.W. and thick
cloudy squally looking weather. Stood to the E.S.E. with
all sails set to the best advantage. At 4 P.M. calm
baffling weather. At 6 a.m. North Cape bore S.W.
distant 13 or 20 miles.

Middle part much the same. Calm baffling weather.

At midnight had to get a boat ahead to make the
Ship stem off shore.

Latter part light breezes from S.W. and clear pleasant
weather. Course east by South with all sails set
to the best advantage. At 8 A.M. the Cape bore N.S.W.
30 miles distant. So ends. Watch played bravely.

Lat obs. 34.30. S.

Land in Sight

Tuesday April 19th

First part light breezes from N.W. and clear
pleasant weather. Course East with all sails set
to the best advantage. At 8 P.M. the North Cape bore
S. by E. distant 50 miles. and Cape Point S.W. by S.
about 30 miles distant. The day breeze now
approaching for Night Winds and the weather

Pacific Ocean on a Whaling voyage.

Tuesday April 19. Cont^d

About here being very foggy. I now take my departure for the East Cape of New Zealand or Cloudy Bay. Middle part moderate breezes from South, and clear pleasant weather. Course East with all sails set to the best advantage. Latter part brisk wind from South to S.S.W. and clear pleasant weather. Course E. by S. At 6 A.M. saw the land bearing S.W. At 10 do. saw a sail standing to the Westward. So was Watch employed busily. Lat obs. $34^{\circ} 38' S$. Long by \odot $175^{\circ} 44'$ East

Wednesday April 20th

First part brisk wind from S.W. and clear pleasant weather. Course East with all sails set to the best advantage. At meridian saw a Bark standing to the N.W. At 4 P.M. saw a sail ahead. Middle part much the same brisk wind from S.W. to S.S.W. and clear pleasant weather. Course East by South. Latter part brisk wind from South, and thin cloudy weather. Course E.S.E. with all sails set to the best advantage. At 9 A.M. spoke the ship Friendship of Fair Haven. West. Master. 700 Sperm 200 Whale oil Bound for the Bays of New Zealand. So was Course S.E. by South. For the East Cape of New Zealand. Lat obs. $36^{\circ} 14' S$. Long by \odot At 4 P.M. $178^{\circ} 06'$ E

Thursday April 21st

First part strong wind from South to S.S.E. and thin cloudy weather. Course S.E. by South with all sails set to the best advantage. in company with the ship Friendship. At 4 P.M. saw the land called it the E. Cape of New Zealand. At 6 do the Cape bore S.E. by East. Distance 30 miles. Middle part brisk wind from S.S.E. and thin cloudy weather. Course from S.E. to E.S.E. rounding round East Cape. Latter part strong wind from S. and clear weather. Stood off and on the land plying to the S. in company with the ship Friendship. At 6 A.M. saw a Bark tacking off and on the land plying to the South. So was. Lat obs. $37^{\circ} 12' S$. Land in sight.

Ship Nile of New Bedford in the
1836.

Friday April 22nd

First part strong wind from South and thick cloudy weather. Tacked off and on the land plying to the South in company with the ship Friendship. Middle part strong gales from South and thick squally weather. Stood off shore to the Eastward under storm sail. At 3 A.M. took in the Bough boat. Latter part much the same strong gales from South and thick squally rainy weather. At 8 A.M. wore ship to the westward and made sail. At 10 do wore back to the Eastward. so ends. Ship labouring under short sail plying to the South.

Lat obs. 37.42 South.

Long by Cr. 179.42.15 E.

Saturday April 23rd

First part strong wind from South to S.S.E. and thick cloudy heavy weather and a bad swell. At 3 P.M. wore ship to the S.W. At 6 do wore back to the Eastward. Middle part strong winds and variable. Sometimes with hard squalls. At others more moderate. Stood to the Eastward under short sail.

Latter part strong wind from S.S.E. and thick cloudy weather. At 6 A.M. wore ship to the S.W. and made sail. so ends ship Friendship in company.

Lat obs 38.02 South.

Long by Cr. 179.45.30 West.

Sunday April 24th

First part strong wind from S.S.E. and thick cloudy squally weather. Stood to the S.W. till 6 P.M. then wore ship to the Eastward.

Middle part much the same strong winds from S.S.E. to E.S.E. and thick cloudy weather. Stood to the Eastward till midnight then wore ship to the South and made sail.

Latter part moderate breezes from E.S.E. and thick cloudy squally looking weather. Stood to the South with all sails set to the best advantage so runs ship Friendship a company. Land in sight.

Lat obs 37.15 South.

Long by A.M. Cr. 180.40.11.

South Pacific Ocean on a whaling voyage.

Monday April 25th

^{by}First part brisk wind from E. N. E. and thick cloudy weather Course S. E.

Middle part much the same brisk wind from E. N. E. and thick cloudy weather Course South by East. —

Latter part strong wind from N. E. and thick cloudy squally heavy looking weather At 6 A. M. Course S by

West with all sails set to the best advantage in Company with the ship Friendship —

Lat obs. 41. 25 S.

Long by Cr 178. 39. 30 E.

Tuesday April 26th

^{by}First part strong wind from N. E. and thick cloudy heavy looking weather. Course S. W. with all sail set to the best advantage

Middle part much the same strong wind from N. E. and thick squally weather Course S. W.

Latter part much the same strong wind from S. W. and thick cloudy squally weather and a bad swell from the South. Course S. W. by West Here we saw

much Celp and many Fowls of different kinds. so ends Ship Friendship in Company.

Lat obs. 42. 41. South

Long by Cr 174. 16. East

Wednesday April 27th

^{by}First part strong wind from N. E. attended with squally rainy weather. At 4 P. M. hauled in the studdensails and luffed to to the N. W. with the Main yards back. At 5 do spoke the ship Friendship took in the Main top Gallant sail reefed the Top sails and steered off S. S. W.

Middle part thick squally weather. At 9 A. M. hauled by the wind to the Eastward and double reefed top sails.

Latter part At 4 A. M. made sail and steered S. S. W. At 6 do saw the land Bearing S. W. by W. steered in for it and sent 2 boats in pursuit of Harbour so ends — fine pleasant weather.

Lat obs 43. 26. South

Land in sight. —

Ship Nile of New Bedford in the

Thursday April 28th

First part fine breeze attended with fine weather steering in for Port Cooper in company with the Friendship. At 6 P.M. came to in Port Cooper in 5 1/2 fathoms of water muddy bottom where found an English Brig from Sydney.

Middle part lying by 43 fathoms chain At early daylight commenced moving the ship and at 12 finished so was weather thick and rainy.

At Anchor in Port Cooper.

Friday April 29th

First part wind variable with thick rainy weather 2/3 of the crew employed busily sent down the main top Gallant yard and mast 1/3 Employed moving ship Friendship. At 4 P.M. finished Middle part calm pleasant weather.

Latter part much the same At 6 A.M. loosed all our sails to dry. At 7 A.M. sent the 2nd Officer on shore with a boats crew to build a store house for the ship's rigging and the Cooper to Cooper in one boat employed carrying ashore all our spare spars boards shooks and other articles that's in our way - so was.

At Anchor in Port Cooper.

Saturday April 30th

First part light breeze from N.E. and clear pleasant weather. all hands employed busily. Some on shore building house and stowing away articles one Boats crew employed carrying articles on shore and some unreeving rigging and unbriding sails. At 4 P.M. got our sails all dry and unbent.

Middle part light breeze from N.E. and clear pleasant weather.

Latter part calm pleasant weather At 7 A.M. sent the 2nd Officer on shore with 4 men to work on the tent on Cooper's house. At 8 A.M. finished getting ashore all our shooks lumber &c. Finding my ship very badly moved in the harbour for a heavy blow. At 9 A.M. unmoved ship and moved over.

At Anchor &c.

Op
Pacific Ocean on a whaling voyage.

Tuesday July 12th

First part light breezes from N.W. and thick foggy weather At 6 strong wind and hard rain At 6.30. our boats came to the ship.

Middle part much the same.

Later part strong gales from South to S.W. and thick rainy weather. Employed on shore in mending stove boat and repairing stove boat so ends all well.

At anchor in Port Cooper.

Wednesday July 13.

First part strong gales from S.W. and thick rainy weather.

Middle part hard gales and thick rainy weather.

Later part little strong gales and thick rainy weather.

At 7 A.M. cleared houses and here in caught on both chains - so ends -

At anchor in Port Cooper.

Thursday July 14th

First part strong wind from S. to S.W. and cloudy weather.

Middle part moderate breezes and fair weather.

Later part calm At 4 P.M. our boats left the ship for their Carpenter repairing stove boat in the house on shore.

at anchor in Port Cooper.

Friday July 15th

First part calm At 4 P.M. our boats came with their whale hooked to and began to cut At 6 do. finished. At 8. began to boil.

Middle part calm Employed in boiling.

Later part calm At 4 P.M. the boats left the ship for their whale at anchor found that he had drifted some employed on board in boiling our whale.

At anchor in Port Cooper.

Saturday July 16th

First part light breezes from S.W. and fair weather.

At 5 P.M. our boats came on board had left their whale

10 miles off at anchor. Second Mate again dissatisfied asked for his discharge. said he would break vessel hereafter because the Mate. found a small whale.

Middle part calm at 3 P.M. finished boiling.

Later part light breezes from South. and clear weather.

At 4 P.M. the boats went a whaling and towing their whale.

Ship Chile of New Bedford in the South.
1836

Saturday July 16th Continued

Killed two spare boats and at Abundian towed the whale in to the ship. At Anchor in Port Cooper.

Sunday July 17th

First part light breezes from West and fair weather. At 2 P.M. cut in our whale At 4 began to boil. At 7 do. our boats came to the ship had killed and anchored a whale. 12 miles off. At 8 the other two boats came to the ship with a small whale. Middle part calm.

Later part ditto. At 4 A.M. 4 boats went to tow and two to whale. At 4.30 finished boiling so ends all well. At Anchor in Port Cooper.

Monday July 18th

First part calm At 4 P.M. got our whale to the Ship's Buoy. At 7 do. our other two boats came to the ship. had killed and anchored him twenty miles off.

Middle part Calm.

Later part light breezes from N.W. and cloudy weather. At 4 A.M. our four boats went to tow then whale in At 6 do. began to cut on our whales At Abundian got them both in so ends all well.

At Anchor in Port Cooper.

Tuesday July 19th

First part brisk wind from S.E. and thick cloudy weather. At 5 P.M. began to boil. At 4 carried the bow on shore to clean and brought off a cask. Middle part strong wind from S.E. and cloudy weather.

Later part strong wind from S.E. and cloudy weather. At 4 A.M. our four boats went for their whale employed in boiling and stowing down our oil. so ends all well.

At Anchor in Port Cooper

Pacific Ocean in A Whaling Voyage

Wednesday July 20th

First part brisk wind from S.E. and cloudy weather At 3 P.M. the second whale came to the ship and brought the news that the four boats had killed a two lightly banded whale. and had no Anchors got two for him and he left the ship at 4.

Middle part brisk wind and cloudy weather.

Latter part strong wind from S.W. and thick rainy weather. At 4 A.M. Five boats went for one of these whales. towed him within sight of the ship but the weather & but the weather coming on too bad to tow. left him and came on board At Noon employed in boiling and storing down our oil.

At Anchor in Port Cooper

Thursday July 21st

First part brisk wind from S.W. and thick rainy weather At 1 P.M. the boats went to tow but found the weather too ragged At 3 P.M. finished boiling.

Middle part brisk wind from S.W. and thick weather Latter part light breezes from South and thick flying clouds with rain. At 4 A.M. our 5 Boats went for their whale. At 8 they brought him to the ship and 14 boats went for the other whale. At 9 began to eat at 10 finished. so ends all well.

At Anchor in Port Cooper

Friday July 22

First part light breezes and showery weather At Noon began to boil At 7 P.M. our boats brought their whale to the ship.

Middle part light breezes from S.W. and thick rainy weather Employed in boiling our whale.

Latter part brisk wind from South and thick rainy weather. At 4 A.M. our boats left the ship for their whale. At 8 began to eat our whale At 10.30 finished sent the head on shore and began to boil. so ends boats in sight towing.

At Anchor in Port Cooper

Ship Chile of Crew 13. arrived in the South
1836.

Saturday July 23rd

First part brisk wind from South and thick rainy
weather. At 6 P.M. our boats brought their whale to
the ship.

Middle part Calm.

Latter part ditto calm. At 8 began to cut. At 11
finished and began to boil.

At anchor in Port Cooper.

Sunday July 24th

First part Calm. Employed in boiling. Boats towing
their whale. At 6 got him to the ship.

Middle part Calm.

Latter part brisk wind from S.W. and thick rainy
weather. At 5 P.M. our boats left the ship for
whaling. Employed on board in boiling and stowing
down our oil. So ends.

" " At anchor in Port Cooper.

Monday July 25th

First part light breezes from South and fair weather.
At 1 P.M. cut in our whale. At 3 boats came on board
saw nothing.

Middle part Calm.

Latter part light breezes from S.W. and fair weather.
At 4 P.M. our boats left the ship for whale in the
Bay. Employed on board in boiling and stowing down
our oil. Carpenter mending stowen boat on shore.
So ends all well.

At anchor in Port Cooper.

Tuesday July 26th

First part light breezes from S.W. and fair weather.
Employed in boiling and stowing down our oil.

At 6 P.M. our boats came to the ship had killed a
sea an chorid a whale 20 miles from the ship.

Middle part calm.

Latter part ditto calm at 4 P.M. our boats left the
ship for their whale. finished boiling about the same
time and at 8 o'clock off the lower wharf.

Employed in cooping paper and stowing down our

To Cape Horn

Monday Sept. 26th

First part strong gale from S.S.W. and hard squalls
send the ship under close reefed main top sail and
reefed fore sail. Course E. by N. 1/2 N.

Middle part much the same.

Latter part much the same course E by N. ship labouring
hard under short sail.

Lat obs. 41.50 South

Long by Cr. 158.13.45 West

Tuesday Sept. 27th

First part strong wind from South and thick cloudy squall
- by weather Course E by N. at 2 P.M. set the fore top sail
and let out one reef set the Gib.

Middle part much the same at midnight set the main
- sail.

Latter part strong wind from South and thick rugged
weather Course East ship labouring hard under easy sail.

Lat obs 41.23 S

Long by Cr. 154.47.10 W.

Wednesday Sept. 28th

First part strong wind from South and thick cloudy
rugged weather Course East with prudent sail out.

Middle part much the same strong gales from South
and squally weather.

Latter part strong wind from South and thick cloudy
weather. Course East, so was found that the ship had
made water the last twenty four hours.

Lat obs. 41.06 South

Long by Cr. 151.14.50 West

Thursday Sept. 29th

First part brisk wind from South to S.S.W. and thick
cloudy unsteady weather with frequent fleecy and squalls.
Course East under prudent sail.

Middle part much the same. At midnight more
moderate turned the reefs out of the top sails and
made more sail Course East.

Latter part moderate breezes from South to S.S.W. &
thick cloudy misty weather. Course E. At 4 P.M. set studding
sail, watch employed in filling new main top sail with blocks.

Lat 41.15 S 1st to 2nd

Long by Cr. 148.49.15 West

Ship Ach of New-England Limited Co.

1836.

Friday Sept 30th

First part moderate breezes from South to S.W. and thick cloudy weather Course East with all sails set to the best advantage. Watch employed in fitting the New main top sail with bowlines blocks &c. to bents.

Middle part Calm.

Latter part light breezes from S.W. and cloudy weather Course East by South with all sails set to the best advantage. So ends watch employed & working.

Lat obs. 41. 18. S

Long. by C. 146. 23. 15 W.

Saturday October 1st

First part moderate breezes from West and clear pleasant weather. Course East by South with all sails set to the best advantage. At 1 P.M. shifted our main top sail and bent a new one. At 4. do shifted the Foresail.

Middle part light breezes and variable

Latter part moderate breezes from East to E.S.E. and thick cloudy weather. Stood to the S.E. by the wind so ends. Watch employed in fitting and receiving new running rigging.

Lat obs. 41. 27 South

Long. by C. 145. 53. 45 W.

Sunday October 2nd

First part brisk wind from East and thick cloudy weather. Stood to the E.S.E. by the wind with all sails set to the best advantage. Watch employed in fitting and receiving new running rigging. At 4 P.M. shifted our main top Gallant sail & bent a new one, unbent and stowed away the flying Gib.

Middle part brisk wind from E.N.E. and thick cloudy weather. Stood to the S.E. by the wind. Latter part brisk wind from E.N.E. to N.E. and thick cloudy cold weather. Stood to the E.S.E. by the wind with all sails set to the best advantage.

Lat obs. 42. 43 South

Long. by C. 144. 24. 15 W.

Oralanda to Cape Horn.

1836.

Monday October 3rd

First part strong galls from E. S. E. to N. E. and thick cloudy heavy looking weather stood to the S. E. by the wind with all sails set to the best advantage.

(Middle part much the same)

Latter part much the same strong wind from N. E. and cloudy rugged weather. stood to the E. S. E. by the wind under pendant sail so ends watch employed variously about ship's duty.

Lat obs. $43^{\circ} 51'$ South.

Long by C. $142^{\circ} 39' 45''$ West.

Tuesday October 4th

First part strong wind from N. E. and cloudy squally weather stood to the E. S. E. by the wind under pendant sail watch employed variously about ships rigging

(Middle part much the same.)

Latter part strong wind from N. E. and thin flying clouds, stood to the E. S. E. by the wind under pendant sail. so ends watch employed variously

Lat obs. $43^{\circ} 00'$ South

Long by C. $140^{\circ} 41' 30''$ West.

Wednesday October 5th

First part strong wind from N. E. and thick cloudy hazy weather. stood to the E. S. E. by the wind under pendant sail. At 4 P.M. shifted and bent a new Mizzen top sail

(Middle part much the same)

Latter part strong wind from N. E. and thick cloudy misty weather. stood to the E. S. E. by the wind so ends watch employed in fitting our new fore top Gallant sail to bend.

Lat obs. $45^{\circ} 47'$ South.

Long by C. $138^{\circ} 41' 00''$ West.

Thursday October 6th

First part light wind from E. S. E. and cloudy hazy damp weather. stood to the S. E. by the wind under pendant sail

(Middle part much the same)

Latter part light breeze from E. S. E. and thick foggy squally weather. stood to the S. E. by the wind

Ship's Log of the Bedford from
1836.

Thursday October 6th

Watch employed variously about ship's duty.
Lat obs. 46° 51' South. Long by C. 137° 04' 45" West.

Friday October 7th

First part light breeze from E. N. E. to N. E. and thick
cloudy hazy damp weather. Stood to the S. E. by the wind
Middle part Calm.

Latter part brisk wind from N. W. to N. N. W. and
thick cloudy hazy rainy weather. At 4 A.M. set stand-
- ding sails. Course E. N. E. so ends watch employed
variously about ship's duty.

Lat obs. 47° 04' South. Long by C. 135° 56' 00" West.

Friday October 7th

First part light breeze from N. by S. to N. by E. and
thick cloudy heavy looking weather. Course E. S. E. with
all sails set to the best advantage.

Middle part much the same only light squalls.

Latter part little strong gales from N. by E. to
N. by S. and thick flying clouds with frequent snow-
squalls. At 10 A.M. broke off one of our Main Top Mast
Studding sail booms in taking the sail in in a squall
As we have not yet altered the day which we took in
the Meridian in an Eastern passage. We now alter it calling
it day Friday October 7th so ends.

Lat obs. 45° 51' South. Long by C. 131° 54' 30" West.

Saturday October 8th

First part strong gales from N. to N. N. W. and thick
cloudy squall weather attended with snow and
hail. Course E. N. E. at 4 P.M. the weather came on so
violent took in most of the sail.

Middle part strong gales and hard squalls from
N. to N. N. W. Course E. N. E. under short sail ship
labouring hard.

Latter part more moderate gales from N. N. W. to N. W.
and thick rainy weather. At 1 P.M. set Gallant
sails over reefed top sails.

New Zealand to Cape Horn

Saturday Continued

Course E. N. E. so ends. all well.

Lat obs. 45.05 South

Long by C. 123.08.30 West.

Sunday October 9th

First part strong gales from N. N. W. and hard squalls of rain snow and hail. Course E by N. 1/2 E. At 3. P.M. the weather came on so violent put the ship under two close reefed top sails and reefed fore sail.

Middle part rather more moderate but a very bad sea so as to make the ship labour very hard. At midnight turned the reef out of the fore sail, and one reef out of the Main top sail.

Latter part much the same strong gales from N. N. W. and thick cloudy squally weather. Course E by N. 1/2 E. At 7. P.M. the weather became so violent, put the ship under close reefed Main top sail and reefed fore sail. so ends ship labouring hard.

Lat obs. 44.57 South.

Long by C. 124.42.45 West

Monday October 10th

First part strong gales from N. by N. to N. by South and hard squalls attended with rain snow and hail. Course E by N. 1/2 N. under close reefed Main top sail and fore sail. ship labouring very hard.

Middle part much the same.

Latter part the weather somewhat broken but still strong gales and heavy squalls from N. S. W. Course E by N. took in and made sail according to the weather so ends all well.

Lat obs. 44.56 S.

Long by C. 121.27.15 West.

Tuesday October 11th

First part strong gales from N. S. W. and hard squalls of rain snow and hail send the ship under foresail and two close reefed top sails. Course E 1/2 N.

Middle part much the same.

Latter part much the same so ends all well.

Lat obs. 44.18 South

Long by C. 117.20.00 West

Ship's Log of the Bedford from New

Wednesday October 12th

First part strong gales from N. S. W. to West, and thick squally weather took in and made sail accordingly. Course East.

(Middle part ditto strong gales from N. to N. by E. and thick squally weather. Course E by E. Ship labouring very hard under short sail. Here we experience a very bad sea running across ways.

Latter part more moderate. At 4 p.m. turned the reefs out of the fore and main top sails and set the fore-top mast Studding sail. Course E by South so ends very wet and ship labouring hard.

Lat. obs. 44. 41 S.

Long. by bar. 113. 52. 45 West

Thursday Oct. 13th

First part strong gales from N. to N. S. W. and thick squally rainy weather. Course E by South under moderate sail ship labouring hard.

(Middle part much the same and from N. S. W. and a very bad sea. Course E by South.

Latter part more moderate but strong wind from N. S. W. and thick flying clouds. Course E by South under suitable sail so ends all well.

Lat obs. 45. 13 S.

Long by Lunar 109. 28. 00 W

" by bar. 109. 48. 45 W.

Friday Oct. 14th

First part strong wind from West to N. N. W. and thick cloudy weather. Steered E by South under prudent sail.

(Middle part strong wind from West to S. W. and thick squally rainy weather. Course E by South took in and made sail according to the squalls.

Latter part strong gales from South. to S. S. W. and thick squally weather. Course E by S. S. W. under prudent sail. Yesterday and to day proved our Chronometer by two sets of Lunar observations to be very little if any thing out of the way.

Lat obs. 45. 49 South.

Long. by C. S. at 2 P.M. 106. 47. 00 W.

by bar. at 2 P.M. 106. 32. 30 W.

Difference 14. 30

Lealand to Cape Horn.

Saturday October 15th

First part strong gales from South to S. S. W. and
thick squally weather. Course E by S. Ship labouring
hard under close reefed top sails and courses. --

Middle part much the same.

Latter part moderate breeze from S.S.W. to W. S.W.
and thick flying clouds. Course E. S.E. at 9. A.M.
set studding sails sent up the main and Mizzen
top Gallant yards and set the sails so ends all a sea

Sat. Obs. 146. 30 South. Longitude by Obs. at 1.40. P.M. 104. 42. 30
 " " by C. At 1.40. P.M. 104. 06. 00
 Difference " 37. 30

Sunday October 16th

First part moderate breeze from W. S.W. and thick
cloudy drizzly weather. Course E. S. E. with all sails
set to the best advantage.

Middle part moderate breezes from N. by E. to N. by S.
and thick foggy weather. Course E. S. E. ---.

Putten part light breezes from N. and thin flying clouds
Course E. S. E. with all sails set to the best advantage
so under all well.

Lat obs. $47^{\circ} 21'$ South
 Long. by Obs. At 2 P.M. $101^{\circ} 17' 00''$ W.
 " By Cr. At 2 P.M. $101^{\circ} 22' 00''$
 Difference " $05' 00''$

Monday Oct 17th

First part moderate breeze from N. O. W. and clear
pleasant weather. Course E by S $\frac{1}{2}$ S South with
all sails set to the best advantage.

Wind fresh with wind from N. W. and heavy
weather. Waves E by S by South.

Little part strong wind from N. E. and the
hazy weather. Rained E. by S. with all set to
the best advantage. Found one of the fore top mast
stays gone in the sea put a piece of larger rope
to it to make it last as out of the bad weather
so ends.

Lat obs. 45. 42. South Long. by L. 97. 34. 45 West.

Ship Aile of New Bedford from New
1836

Tuesday October 18th

First part strong wind from North and thick rainy
weather. Course E by S by S. with all sails set to the best
advantage.

Middle part strong wind from North to N. N. and
thick cloudy hazy dingy weather. Course ditto.

Latter part strong wind from West to N. S. W. and
thick cloudy squally looking weather. At 7 P.M. the wind
shifted sudden to the S. S. W. took in all light sail
Course E. by S by South. So ends all well.

Lat. obs. 50. 06 South. Long by Cr. 95. 16. 30 West

Wednesday October 19th

First part lust wind from South to S. S. W. with thin flying
clouds. Course E by S by S.

Middle part much the same strong wind from S. S. W.
to S. W. and clear weather. Course E by S by South
At 4 P.M. set studding sails

Latter part moderate breezes from S. W. to West and
thin flying clouds. Course E by S by South with all sails
set to the best advantage. So ends all well.

Lat. obs. 51. 04 S. Long by Cr. 95. 25. 15 West

Thursday October 20th

First part lust wind from N. N. W. and thick cloudy
weather. Course E by S by South with all sails set
to the best advantage. At 4 P.M. shifted over
Fore top sail and bent a new one.

Middle part brisk wind from N. N. W. to N. W.
and thick cloudy weather with frequent showers
of rain. Course E by S by South.

Latter part much the same lust wind from N. W.
and thick flying clouds. Course E by S by South
all sails set to the best advantage. So ends
watch employed mainly about ship's only.

Lat. obs. 52. 37 South Long by Cr. 89. 05. 45 West

Isalana to Cape Horn.

Friday Oct. 21st

First part light breezes from N. N. W. to North and thick cloudy heavy weather. Course E by S $\frac{1}{2}$ South with all sails set to the best advantage.

Middle part light breezes and variable Course E by S $\frac{1}{2}$ S. Latter part moderate breezes from South to S. E. and thick cloudy weather. Stood to the Eastward by the wind so ends all well.

Lat obs. $55^{\circ} 01'$ South Long. by $6^{\circ} 87^{\circ} 11' 13''$ West.

Saturday October 22.

First part brisk wind from S. E. to S. S. E. and thick cloudy drizzly weather. Stood to the Eastward under prudent sail by the wind.

Middle part moderate breezes from S. S. E. to S. S. W. At 2 P.M. wind from S. W. set studding sails.

Latter part light breezes from West to N. N. W. and thick flying clouds. Course E by S $\frac{1}{2}$ South with all sails set to the best advantage. So ends watch employed variously about ship's duty.

Lat obs. $53^{\circ} 26'$ South. Long. by $6^{\circ} 85^{\circ} 18' 15''$ West.

Sunday Oct 23rd

First part strong wind from N. N. W. and thick drizzly weather. Course E. S. E. with all sails set to the best advantage.

Middle part much the same. Course E by S $\frac{1}{2}$ S.

Latter part moderate breezes from N. W. and thick cloudy heavy looking weather, with frequent light showers of rain. Course E by S $\frac{1}{2}$ South, with all sails set to the best advantage. So ends all well.

Lat obs. $55^{\circ} 14'$ S. Long. by $6^{\circ} 82^{\circ} 01' 30''$ West.

Monday, October 24th

First part moderate breezes from N. W. and thick cloudy weather. Course E. S. North with all sails set to the best advantage.

Ship Vile of New Bedford Thom New
1836

Monday 24.

Middle part moderate breezes from N. N. W. to North
and thick flying clouds. Course E. by N. North

Latter part Calm thick cloudy weather. so ends

Watch Employed variously about ship's duty.

Lat obs. 55. 30 South.

Long by L. 80. 28. 30 West

Tuesday October 25th.

First part light breezes from N. E. to E. N. E. and thick
misty weather. At 4 P.M. spoke the Ship Washington
Coffin 104. days from Nantucket for the Ice Coast
whaling.

Middle part calm

Latter part ditto so ends Watch Employed variously about
Ship's duty.

Lat obs. 56. 00 S. South.

Long by L. 80. 15. 15 West.

Wednesday Oct. 26.

First part light breezes from South to S. S. W. and
clear pleasant weather. Course E. by N. with all sails
set to the best advantage.

Middle part much the same.

Latter part light breezes from S. S. W. and thin flying
clouds. Course E with all sails set to the best advan-
-tage. so ends. Watch Employed variously about ship's duty.

Lat obs. 56. 10. S.

Long by L. 78. 58. 15 West.

Thursday Oct 27th

First part moderate breezes from West. and thick
cloudy hazy weather. Course East with all sails
set to the best advantage.

Middle part brisk wind from W. by N. to W. by S.
and thick hazy drizzly weather. Course East.

Latter part brisk wind from W. N. W. and thick
cloudy drizzly weather. Course E. with all sails set
to the best advantage so ends Watch Employed
variously about ship's duty.

Lat obs 56. 49. S.

Long by L. 75. 57. 15 West.

Tralane to Cape Horn.

Friday Oct. 28th

First part moderate breezes from N. W. and thick cloudy misty weather. Course E. by N. with all sails set to the best advantage.

Middle part much the same.

Latter part moderate breezes from North. and thin flying clouds. Course E. by N. with all sails set to the best advantage. So ends watch employed

variously

Lat obs 57. 11 South

Long. by Cr. 75. 00. 30 West

Saturday Oct. 29th

First part - brisk wind from N. N. W. to N. W. and thick hazy drizzly weather. Course E. N. E. with all sails set to the best advantage. At 8 P.M. spoke the Bark Charles go down from London for the Sea coast a whaling

Middle part strong wind from N. W. and thick cloudy drizzly weather. Course N. E. by East.

Latter part. Strong wind from East and thick flying clouds. Course N. E. by E. So ends watch Employed variously about ship's duty.

Lat obs. 56. 54 South.

Long. by Cr. 69. 27. 00 West

Sunday Oct. 30.

First part light breezes from N. W. and thick cloudy drizzly weather. Course N. E. with all sails set to the best advantage. At 4 P.M. saw the Diego Islands Bearing N. by W. 20 miles dist. At 6 AM. died away. Shifting to N. N. W. and North took in all studding sails.

Middle part light breezes and variable from North to N. W. stood to the Eastward by the line.

Latter part light breezes from N. to N. E. and thick cloudy drizzly weather. At 8 A.M. saw sperm whales headed to the Eastward. So ends. all well.

Lat obs. 56. 56. South.

Long by Cr. 66. 51. 00 West

Ship *Atle* of New Bedford in the South
1836.

Monday October 31st

First part calm thick cloudy weather
Middle part light breeze and variable with
thick heavy looking weather.

Latter part strong wind from North and
thick rainy weather At 6 P.M. saw a Brig
standing to the westward, all well.

Lat obs. $57^{\circ} 05'$ South Long by bar. $65^{\circ} 17' 45''$ West.

Tuesday November 1st —

First part strong wind from N.E. and thick cloudy
drizzly weather. Stood to the Eastward by the wind
Middle part much the same strong wind from
N.E. and thick cloudy rainy weather.

Latter part much the same strong wind from
N.E. and thick cloudy heavy looking weather
so ends.

Lat obs. $57^{\circ} 19'$ S. Long by bar $65^{\circ} 22' 00''$ West.

Wednesday Nov. 2nd

First part brisk wind from N.E. and thick
cloudy rainy weather. Stood to the Eastward by the
wind till 7 P.M. then backed ship to the N.W.
Middle part brisk wind from N.E. and thick
overcast weather. Stood to the N.W. by the wind
Latter part moderate breeze from North and thick
overcast weather. Stood to the N.W. by the wind At 10 AM
saw a sail At 11 do. spoke the Ship *George Hammond*
of New Bedford 5 months out with 50 Barrels
Sperm oil Bound for the Lee coast so ends
At Aberdeen wore ship to the Eastward —

Lat. obs. $56^{\circ} 53'$ South. Long. by bar. $63^{\circ} 51' 15''$ West.

Pacific Ocean on a Whaling Voyage

Thursday Nov. 3.

^{up} First part light breezes from North. and thick flying clouds. Stood to the E. N. E. by the wind with all sails set to the best advantage.

Middle part light breezes from N. N. W. to N. W. and thick rainy weather. Course N. E. At midnight set Studding sails.

Latter part moderate breezes from N. N. W. to N. and thick flying clouds. Stood to the N. E. with all sails set to the best advantage. At 10 A.M. hauled in the Studding sails. so land watch employed busily about ship's duty.

Lat obs. 56. 10. S.

Long by L. 62. 05. 15. W.

Friday Nov. 4th

^{up} First part strong wind from North to N. N. E. and thick cloudy weather. Stood to the Eastward by the wind. Middle part strong wind from N. N. E. and thick rainy weather. At midnight took in the top gallant sails, and reefed top sails. Stood to the Eastward by the wind.

Latter part strong gales from N. N. E. to N. E. and thick rainy weather. At 7 A.M. wore ship to the N. W. At 10 do. sent down the Main Royal yard so land. Ship labouring hard under short sail.

Lat. by Dr. 56. 30. South

Long by Dr. 60. 30. 15 West.

Saturday Nov. 5.

^{up} First part strong wind from N. N. E. and thick cloudy rainy weather. Stood to the N. W. by the wind and wore ship reefed top sails and courses.

Middle part calm.

Latter part brisk wind from S. S. W. and thick hazy looking weather. Course N. by E. by E. with all sails set to the best advantage. At 10 A.M. passed and changed colours with a Genoa Bark standing to the S. E. supposed bound round the Cape sound watch employed in breaking wood and water out of the Fore Hatch way.

Lat. 55. 15. S.

Long by L. 60. 47. West

Ship *Chile* of New Bedford From
1836.

Sunday Nov. 6th

First part brisk wind from S.W. to S. and
thick cloudy hazy looking weather Course N. by E
 $\frac{3}{4}$ E. with all sails set to the best advantage

At 3 P.M. discovered a large island of ice on our
Starboard bow. At 4 do passed to the Eastward
of it distant about 5 or 6 miles.

Middle part moderate breezes from S.W. to West
and thick drizzly weather.

Latter part moderate breezes from W. to N.W. and
thick cloudy hazy weather Course from N.N.E. to
N.E. by North. with all sails set to the best
advantage. So Ends.

Lat. obs. $53^{\circ} 41'$ South

Long by Cr. $58^{\circ} 29'$ West

Monday Nov. 7th

First part brisk wind from N.W. and thick
cloudy hazy weather. stood to the N.E. by the wind
under prudent sail.

Middle part strong wind from N.W. to N. and
thick squally rainy weather. steered from
N.N.E. to N.E. took in and made sail according
to the squalls.

Latter part strong wind from N.W. and thick
squally rainy weather. stood to the N.E. by the
wind under double reefed top sails and courses -
so ends all well.

Lat. by Cr. $52^{\circ} 34'$ South

Long by Cr. $55^{\circ} 44'$ West

Tuesday Nov. 8th

First part strong wind from N.W. and thick foggy
rainy weather. At 6 P.M. the wind shifted suddenly
to the S.W. and the fog cleared away set all studding
sails. here we have a bad sea and the water is a
dark green Course N.N.E.

Middle part strong wind from S.W. and
thick cloudy weather Course N.N.E. with all sails
set to the best advantage.

Cape Horn towards New Bedford

Tuesday Nov 8th

First part strong wind from S.S.W. and thin flying clouds. Course N.E. with all sails set to the best advantage. Watch Employed in repairing a topmast Studding sail

Lat obs. 50° 55' S.

Long by L. 53° 41' West

Wednesday Nov 9th

First part brisk wind from S.S.W. and clear pleasant weather. Course N.E. with all sails set to the best advantage. Watch Employed in repairing fore Spencer. Middle part moderate breeze from S.S.W. and thin flying clouds. Course N.E.

Second part light breeze from South. and clear pleasant weather. Course N.E. by N. Watch Employed in repairing fore Spencer Carpenter making main top mast Studding sail booms. and fitting a lower Studding sail boom

Lat. obs. 49° 14' S.

Long by L. 52° 37' 45' West

Thursday November 10.

First part light breeze from S.E. to E.S.E. and thick hazy weather. Course N.E. by N. with all sails set to the best advantage. Employed in binding fore Spencer Carpenter Employed in fitting fore top Gallant mast. Middle part light breeze and variable. Fore part stood to the Northward latter part backed up and stood to the Eastward.

Second part light breeze from N. to N.N.W. and clear pleasant weather. At 9 A.M. sent down the fore top Gallant yard, and mast to fit the rigging and sail stood to the East by the wind under pendant sail. Carpenter Employed in fitting new fore top Gallant mast.

Lat. obs. 48° 54' South

Long. by L. 52° 05' 15' West.

Ship Aile of Area Bedford Town
1836.

Friday November 11th

First part moderate breezes from N. W. W. and clear weather. stood to the N. E. by the wind. At 3 P.M. sent up and rigged a new Fore top Gallant mast. At 4 do. sent the yard and sail aloft and set the sail about the same time saw a sail to the S. W. of us. standing to the N. E.

Middle part strong wind from N. W. by N. and thin flying clouds. Course N. E. by N. with all sails set to the best advantage.

Latter part brisk wind from N. W. and thin flying clouds. Course N. E. by N. at 6 A.M. set Studding sails. So ends Watch employed variously about ship's duty.

Lat. obs. $47^{\circ} 20'$ South. Long. by C. $49^{\circ} 04'$ West.

Saturday November 12th

First part strong wind from N. W. and thick flying clouds. Course N. E. by N. with all sails set to the best advantage. Watch employed in repairing new Mizzen top sail and in other necessary jobs.

Middle part strong wind from N. W. to W. N. W. and thick squally weather. took in and made sail accordingly. Course N. E. by N.

Latter part moderate breezes from N. W. and thick cloudy hazy weather. Course N. E. by N. at 6 A.M. saw a sail to the S. W. of us standing to the N. E. at 10 do. went and shifted our new Mizzen top sail so was.

Lat Obs. $46^{\circ} 04'$ S. Long by D. $46^{\circ} 47'$ West.

Sunday Nov. 13.

First part brisk wind from N. W. and thick cloudy hazy weather. Course N. E. by N. with all sails set to the best advantage. Watch employed in repairing sails, splitting rigging &c.

Cape Horn towards Home.

Middle part light breeze from N.W. to W. S.W. and thick cloudy weather. Course N.E. by N.

Latter part brisk wind from N.W. to N.E. by N. and thick flying clouds. Course N.E. by N. with all sails set to the best advantage.

Lat obs. 43. 54 S.

Long by C. 144. 15. 45 West.

Monday Nov. 14th

First part strong wind from N.N.W. and thick cloudy hazy weather. Stood to the N.E. by the wind with all sails set to the best advantage. Watch employed in repairing sails rigging &c.

Middle part much the same strong wind from N.N.W. and thick cloudy weather. Stood to the N.E. by the wind.

Latter part strong winds from W. by N. and thick flying clouds. Course N.E. by N. with all sails set to the best advantage. At 6 A.M. shifted the Mizzen top Gallant (Mast sent down the stump and sent up the long one. So ends.

Lat obs. 42. 16 S.

Long by C. 41. 46. 30 West

Tuesday Nov 15th

First part brisk wind from N.N.W. and thick cloudy hazy weather. Stood to the N.E. by the wind with all sails set to the best advantage. Watch employed in making and sticking Mizzen top sail and fitting in rigging.

Middle part light breeze from N.W. and thick cloudy hazy weather. Course N.E. by N. at noon set Studding sails.

Latter part light breeze from N. to W. S.W. and thick cloudy hazy weather. At 11 A.M. sent up the Fore and main staysail masts and Mizzen Royal Yards. main stay sail Yards and set the sails to ends. Watch employed variously about ship's duty.

Lat obs. 40. 34. South

Long by L. 39. 17. West.

Ship Vile of New Bedford From 1836.

Wednesday Nov. 16th

First part moderate breezes from W. S.W. to S.W. and thick cloudy weather. Course N. E. by N. Watch employed variously about ships duty.
Middle part strong wind from South to S.E. and thick cloudy squally rainy weather. Course N. E. by N.
 Latter part strong wind from East and thick squally foggy rainy weather. Stood to the N. E. by the wind under pendant sail so ends all well.

Lat obs. 35. 22. S.

Long by G. 59. 00. 15. West

Thursday Nov. 17th

First part light wind from E. S. E. and thick cloudy squally looking weather. Stood to the North by the wind under pendant sail one Breeze in sight standing to the Northward.

Middle part light breezes and variable and thick cloudy misty weather. Watch employed in repairing sails rigging &c. so was.

Lat obs. 37. 46. S.

Long by G. 57. 57. West

Friday Nov. 18th

First part light breezes from N. E. to E. N. E. and thin flying clouds. Stood to the N. by the wind under pendant sail one sail in sight. At 5 P.M. landed a boat and went on board the Ship Amethyst Howland of New Bedford 3 months out with 150 B. Sperm oil + one Right whale.

Middle part Calm.

Latter part ditto, watch employed in repairing our rigging &c.

Lat obs. 36. 37. S.

Long by G. + 36. 55. 15. West +

Cape Horn towards Home.

Saturday Nov 19th

First part light breezes from N. N. W. and clear pleasant weather. Course N. E. by N. watch employed in repairing sails rigging &c. at 5 P.M. shifted the fore top sail

Middle part light breezes from N. N. W. and clear pleasant weather. Course N. E. by N. with all sails set to the best advantage.

Latter part little light breezes from N. W. and thin flying clouds. Course N. E. by N. & N. watch employed in repairing our sails rigging &c. so ends one sail in sight.

Lat obs. 35.44 S.

Long by L. 58.16.55 West

Sunday Nov 20

First part light breezes from N. W. and clear pleasant weather. Course N. E. by N. with all sails set to the best advantage. watch employed in repairing sails rigging &c.

Middle part light breezes from N. W. to N. N. W. and thin flying clouds. Course from N. E. to N. N. E. by the wind.

Latter part light breezes from N. N. W. stood by the wind to the N. E. with all sails set to the best advantage. Breeze in sight standing to the N. E.

Lat obs. 35.00 S.

Long by L. 57.28.50 West

Monday Nov 21st

First part light breezes from N. W. to N. N. W. and thick flying clouds stood to the N. E. by the wind with all sails set to the best advantage. one sail in sight standing to the Northward

Middle part light breezes from N. N. W. and thick cloudy weather. stood to the N. E. by the wind.

Latter part Moderate breezes from N. to N. N. E. and thick cloudy weather stood to the Eastward by the wind watch employed in repairing rigging sails &c.

Lat obs. 34.13 S.

Long by L. 53.59.45 West

Ship etc of New Bedford From 1836

Tuesday Nov. 22nd

First part ¹⁸¹ deade breezes from North to N. E. and thin flying clouds. Stood to the Eastward by the wind, with all sails set to the best advantage. Watch repairing our sails & rigging. At 4 P.M. shifted and unbent the fore sail. Middle part brisk wind from N. to N. E. and clear weather. Stood ^{the} to the Eastward by the wind. Latter part moderate breezes from N. to N. W. and thick cloudy weather. Stood to the Eastward by the wind. Watch employed busily in repairing our sails and rigging.

Lat obs. 33. 51. South. Long by ^{the} 34. 19. West.

Wednesday Nov. 23rd

First part brisk wind from N. W. and thick cloudy weather. Stood to the N. E. by the wind with all sails set to the best advantage. Watch employed busily about the sails and rigging. Middle part brisk wind from N. W. and thick cloudy hazy weather. Stood to the N. E. by the wind. Latter part strong wind from N. W. to N. E. and thick cloudy squally weather. Stood to the N. E. and N. E. by the wind under present sail so runs all well.

Lat by ^{the} 32. 43. South. Long by ^{the} 32. 58. West.

Thursday Nov. 24th

First part brisk wind from N. W. to N. E. and thick foggy rainy weather. Course N. E. with all sails set to the best advantage. At 3 P.M. the wind veered to the N. W. set studding sails. At 4 P.M. the wind hauled back again to the N. E. hoisted up and took in studding sails. Middle part light breezes from N. to N. W. and thick cloudy rainy weather. Course N. E. Latter part light breezes from N. W. to S. W. and thick flying clouds. Course N. E. with all sails

Cape Horn toward Home.

Set to the best advantage. Watch employed variously about ships rigging & repairing sails so ends.

Lat obs 31. 21. South

Long by C. 52. 33. 30 West

Friday Novemr 25th

First part moderate breezes from S.S.W. and thin flying clouds and a heavy rolling swell from the South. Course N.N.E. at 2 P.M. saw two ships standing to the N.N.E. the other to the westward. Watch employed variously about the sails and rigging.

Middle part much the same moderate breezes from S.S.W. Course N.N.E.

Later part much the same light breezes from S.S.W. and thin flying. Course N.N.E. with all sails set to the best advantage one ship in sight standing to the N.N.E. so ends watch employed variously about our sails and rigging.

Lat obs 29. 39. South

Long by C. 31. 55. 45 W.

Saturday Nov 26th

First part moderate breezes from South and thin flying clouds. Course N.N.E. with all sails set to the best advantage. Watch employed in repairing sails and rigging. one ship in company standing to the North.

Middle part moderate breezes from S.S.E. and clear pleasant weather. Course N.N.E.

Later part light wind from S.E. and clear pleasant weather. Course N.N.E. with all sails set to the best advantage. So ends watch employed variously about our sails and rigging.

Lat obs 28. 06. S

Long by C. 31. 46. 15 West

Ship Aile of New Bedford Nov.

Sunday Nov. 27th

First part brisk wind from S.E. and clear pleasant weather. Course N. by E. with all sails set to the best advantage. Watch employed variously about ships sails and rigging. Middle part strong wind from S.E. to E.S.E. and squally weather. Course N. by E. look in & made sail accordingly.

Latter part strong wind from S.E. by E. and thick flying clouds. Course N. by E. with all sails set to the best advantage.

Lat obs. 25. 26. South. Long by L. 31. 48. 43 W.

Monday Nov. 28th

First part brisk wind from East to E.S.E. and thick flying clouds. Course N. by E. with all sails set to the best advantage.

Middle part much the same strong wind from East to E.S.E. and rather squally weather look in and made sail accordingly. Course N. by E.

Latter part moderate breezes from E. to E.S.E. and thin flying clouds. Course N. by E. Watch employed variously in repairing our sails and rigging.

Lat obs. 23. 55 South

Long by L. 32. 16. 15 W.

Tuesday Nov. 29th

First part brisk wind from E.N.E. and squally weather. Stood to the North by the wind with all sails set to the best advantage. Watch employed variously in repairing our sails and rigging.

Middle part brisk wind from N.E. by N. and thin flying clouds. Stood to the N. by the wind.

Latter part light breezes from N.E. and clear pleasant weather. Stood to the North by the wind with all sails set to the best advantage. Watch employed in repairing our sails and rigging.

Lat obs. 20. 56 South

Long by L. 32. 53. 00 W.

Cape Horn towards Home.

Wednesday November 30th

First part light baffling wind from N.E. and clear warm weather. Stood to the N.N.W. by the wind. Watch employed in repairing our sails rigging &c. at 4 P.M. one ship appeared to the westward of us. standing to the S.W.

Middle part much the same light baffling winds from N.E. and clear pleasant weather. Stood to the N.N.W. by the wind.

Latter part much the same light breezes from N.E. and clear warm pleasant weather. Stood to the N.N.W. by the wind. Watch employed in repairing rigging cleaning and bundling bone a new. so was all well.

Lat obs. 20. 18. South Long. by C. 33. 18. 30 W.

Thursday Dec 1st

First part light baffling winds from N.E. and a warm pleasant weather. Stood to the N.N.W. by the wind. Watch employed rattling and fitting our rigging and cleaning and bundling whale bone a fresh.

Middle part much the same light baffling winds from N.E. and thin flying clouds. Stood to the N.N.W. by the wind.

Latter part much the same light baffling winds from N.E. and thick cloudy weather. Stood to the N.N.W. by the wind. Watch employed in fitting and rattling down rigging and drying cleaning and bundling whale bone a fresh.

Lat obs. 19. 36 South. Long by C. 33. 53. 15. W.

Ship Aile of New Bedford from

Friday Dec. 2nd

First part brisk wind from N.E. and thick cloudy squally looking weather and some light showers of rain. Stood to the N.N.W. by the wind.

Middle part strong wind from N.E. with and thick cloudy squally weather. at 11 P.M. lashed ship to the Eastward.

Latter part strong wind from North and thick cloudy squally rainy weather. Stood to the E.N.E. by the wind under pendant sail.

Lat by Dr. 19° 12' South.

Long by Dr. 38° 15' West.

Saturday Dec. 3rd

First part brisk wind from N.N.E. to North and thick cloudy squally looking weather. Stood to the N. by the wind. Boat employed busily about the rigging.

Middle part squally rainy weather.

Latter part light breeze from E. to East. and thick cloudy misty weather. At 9 P.M. moon clear. Crews North. employed in cleaning and bundling whale bone and fitting rigging to ends.

Lat obs. 18° 41' South

Long by Dr. 33° 23' West.

Sunday Dec. 4th

First part moderate breeze from E.N.E. and thick cloudy hazy weather. Stood to the North by the wind with all sails set to the best advantage. Boat employed in ratting rigging and cleaning and bundling whale bone afresh.

Middle part brisk wind from E.N.E. and thick flying clouds. Stood to the N. by the wind.

Latter part strong wind from E.N.E. and thin flying clouds. Stood to the North by the wind under pendant sail. At 9 P.M. done all our Sheddungail to ends all well.

Lat obs. 17° 48' South.

Long by Dr. 33° 56' West.

Cape Horn towards Home

Monday Dec. 5th

First part strong wind from E. N. E. and thick flying clouds. stood to the North by the wind under prudent sail.

Middle part strong wind from E. N. E. and thick cloudy squally stood to the North by the wind

Later part much the same. Strong wind from E. N. E. and thick cloudy weather. stood to the North by the wind under prudent sail. so ends.

Watch employed in rattling and repairing rigging and cleaning and bundling whale bone.

Lat obs. 15. 54 South.

Long by C. 34. 10. 30 West.

Tuesday Dec 5th

First part strong wind from E. N. E. and thick cloudy squally looking weather. stood to the N. by the wind under prudent sail. Watch

Employed in rattling and repairing rigging and cleaning & bundling whale bone as fresh.

Middle part much the same strong wind from N. E. to N. N. E. and thick cloudy squally weather. took in and made sail according to Course N. E.

Later part brisk wind from N. E. to E. N. E. and thick cloudy squally looking weather stood to the N. by the wind. Watch employed in rattling & repairing rigging & cleaning & bundling whale bone so ends saw nothing remarkable.

Lat obs. 13. 45 S.

Long by C. 34. 24 West.

Ship Nib of New Bedford Town
1836

Wednesday December 7th

First part moderate breezes from N.E. by E. and thick cloudy weather stood to the North by the wind. Watch employed in rattling down and repairing rigging cleaning and bundling whale bone afresh.

Middle part much the same

Latter part much the same moderate breezes from N.E. and thick cloudy weather stood to the N. by the wind. Watch employed in rattling and repairing rigging cleaning and bundling whale bone afresh.

Lat obs. 12° 02' S.

Long by L. 34° 37' 45" West

Thursday Dec. 8th

First part moderate breezes from N.E. and thick cloudy squally looking weather stood to the N. by the wind under prudent sail. Watch employed rattling and repairing rigging cleaning and bundling whale bone afresh.

Middle part much the same

Latter part much the same moderate breezes from N.E. and thick flying clouds. stood to the N. by the wind under prudent sail watch employed rattling rigging cleaning and bundling whale bone afresh so did.

Lat obs 10° 34' South

Long by L. 34° 50' 45" W.

Friday Dec 9th

First part moderate breezes from N.E. by N. and thick flying clouds. stood to the N. by the wind under prudent sail. Watch employed rattling and repairing rigging cleaning and bundling whale bone.

Middle part much the same. At midnight won ship to the S.E. at 2. M. won back to the North.

Cape Horn towards home

First part much the same brisk wind from N.E. by E. and thick flying clouds stood to the N. by the wind watch. employed in catting and repairing rigging cleaning and bundling whale bone a fresh. At 6. AM. saw a Buoy to the Westward of us standing to the North so was all well.

Lat obs. 9. 15. South Long by 34. 40. West

Saturday December 10th

First part moderate breezes from N.E. by East and thin flying clouds. stood to the N.N.E. by the wind employed in tarring and repairing our rigging. At 5 P.M. finished cleaning our whale bone.

Middle part much the same. At midnight were ship to the N.E. At 2. AM. were back again to the North.

Second part light breezes from the N.E. and thick cloudy weather. stood to the North by the wind watch employed in tarring and repairing our rigging and stowing off our whale bone.

So ends.

Lat obs. 8. 00 South Long by 34. 39. West

Sunday Dec. 11th

First part light breezes from N.E. and thick cloudy hazy looking weather. stood to the N. by the wind under pendant sail. watch employed tarring & repairing rigging. at 2 P.M. saw the Land Bearing N.W. by W. 25 or 30 miles dist.

Middle part much the same.

Second part much the same light breezes from N.E. and thin flying clouds. stood to N by the wind. saw a number of Antennaries so was Land in sight. Bearing from W. S.W. to N.W. we find by good sights our Chronometer time to be 24 miles to the Westward.

Lat obs. 7. 05 South Long by 34. 52. 15 W.

Ship's Log of the Bradford From Cape

Sunday Dec. 17th Continued

Middle part moderate breezes from E. S. E. to E. N. E. and thick squally rainy weather. Course S. by W. under prudent sail.

Latter part light breezes from E. N. E. and thick cloudy weather. Course S. N. W. with all sails set to the best advantage. So ends watch employed busily about ship's duty.

Lat obs. 5° 44' North. Long by Cr. 39° 52' 45" W.

Sunday Dec. 18th

First part light breezes from N. E. to N. N. E. and thick cloudy weather. Course S. N. W. At 3 P.M. hauled in all studding sails, and hauled sharp to the wind. Watch employed busily about ship's duty.

Middle part strong wind from N. E. and thick squally weather. Course S. N. W.

Latter part much the same. Strong wind and thick squally rainy weather took in and made sail accordingly. Course S. W. by N. by N. by so ends all well.

Lat obs. 5° 20' N. Long Dr. 41° 21' 15" West

Monday Dec 19th

First part strong wind from N. E. and thick squally rainy weather. Course S. W. by N. by N. under prudent sail.

Middle part much the same. Strong wind from N. E. and thick cloudy weather. Course S. W. by N. by N.

Latter part strong wind from N. E. and thick flying clouds. Course S. W. by N. by N. under prudent sail. So ends watch employed busily about ship's duty.

Lat obs. 7° 04'. Long by Cr. 42° 51' West

Horn towards Storm.

Tuesday Dec 20th

First part strong wind from N.E. and thick flying clouds. Course N.W. by N. 1/2 N. Watch employed busily about ship's duty.
Middle part much the same brisk wind from N.E. and thick flying clouds. Course N.W. by N. 1/2 N.
 Latter part brisk wind from N.E. to N.E. by E. and thin flying clouds. Course N.N.W. so ends. Watch employed busily about ship's duty.
Lat obs. 9.00 North Long. by L. 45. 36. 13. West

Wednesday Dec 21st

First part brisk N.E. trades. Course N.W. by N. 1/2 N. with all sails set to the best advantage. Watch employed painting spars blocks &c.
Middle part brisk trades and squally weather. Course N.W. by N. 1/2 N.
 Latter part moderate trades and thin flying clouds. Course N.W. by N. 1/2 N. so ends. Watch employed painting spars blocks &c.
Lat obs. 10.45 North Long. by L. 45. 26. 45. W.

Thursday Dec 22nd

First part light Trades and clear pleasant weather. Course N.W. by N. 1/2 N. with all sails set to the best advantage.
Middle part much the same light breezes and clear pleasant weather. Course N.W. by N. 1/2 N. with all sails set to the best advantage.
 Latter part light breezes and variable with clear warm pleasant weather. Watch employed in painting ship outside. At 10 A.M. hauled up the courses and laid nearly still for painting so ends all well.
Lat obs. 11.26 North Long. by L. 46. 03. 30. W.

Ship Aile of New Bedford From Cape
Tuesday Dec. 23

First part light breezes from N.N.E. and clear pleasant weather. Stood to the N.W. close hauled by the wind. Watch employed painting Ships Hull outside.

Middle part much the same light breezes from N.N.E. and clear pleasant weather. Stood the N.W. close hauled upon the wind.

Latter part much the same light breezes from N.N.E. and thin flying clouds. and a heavy swell from the N.W. Stood to the N.W. close hauled by the wind. Watch employed in painting our quick work. inside so was all well.

Lat obs. 11.41 North

Long by D. 46.55.30 W.

Saturday Dec. 24th

First part light breezes from N.N.E. and thin flying clouds. Stood to the N.W. close hauled by the wind. Watch employed in painting Ships quick work inside.

Middle part brisk wind from N.N.E. and clear pleasant weather. Stood to the N.W. close hauled by the wind.

Latter part moderate breezes from N.N.E. and thin flying clouds. Stood to the N.W. close hauled upon the wind. so was Watch employed in painting our quick work. At 9 P.M. measured ^{distance} of Moon and Star Aldebaran.

Lat obs. 12.33 N.

Long by ~~Star~~ D. 47.10.30 W.

by Chro. 47.17.30 West

Sunday Dec. 25th

First part light breezes from N.N.W. and clear pleasant weather. Stood to the W.N.W. by the wind with all sails set to the best advantage. At 4 P.M. finished painting Ships hull and spars.

Middle part light breezes and variable from N.N.W. to N.N.E. headed to the eastward by the wind.

Home towards Home

Sunday Dec 25th Continued.

First part light breezes from W. S. W. and thin flying clouds. At 7 A.M. dashed round our yards and stood to the North by the wind, so was all well.
Lat obs. 12° 50' N. Long by Dr 43° 31' West

Monday Dec 26th

First part light breezes from W. S. W. and thin flying clouds. Stood to the North by the wind.
Middle part much the same light breezes from W. S. W. and hazy weather. Stood to the North by the wind.
 Latter part much the same light breezes from W. S. W. and thick hazy weather. Stood to the North by the wind with all sails set to the best Advantage. Watch employed in painting our boats so was all well.
Lat obs. 13° 26' North. Long by Dr 49° 01' West

Tuesday Dec 27th

First part calm thick cloudy hazy weather with frequent light airs from S.W. and a heavy swell from the North. Watch employed in painting our boats and etc.
Middle part calm thick cloudy baffling weather with some spits of rain and frequent light airs from South.
 Latter part light airs from South and thick cloudy hazy weather. Stood to the N. N. W. so was watch employed variously.
Lat obs. 13° 43' N. Long by Dr 49° 00' West

Ship Nile of New Bedford From Cape

Wednesday Dec 28.
First part light breezes from South and thick
cloudy heavy weather stood to the N.N.W. with
all sails set to the best advantage.
Middle part light breezes and variable and
hard showers of rain. Caught some fresh water.
 Latter part light breezes from N.W. to N.N.W.
and thick cloudy dusky weather stood to the
North by the wind. So runs watch employed
variously.

Lat obs. $14^{\circ} 45'$ North. Long by $124^{\circ} 11'$ West.

Thursday Dec. 29th
First part calm thick dusky weather.
Middle part light breezes and variable
from South to S.W. and thick flying clouds.
Course N.

Latter part light breezes from West and thin
flying clouds. Course N. by W. with all sails
set to the best advantage. So runs watch
employed variously.

Lat obs. $13^{\circ} 00'$ North. Long by $119^{\circ} 03' 30''$ West.

Friday Dec. 30th
First part light breezes from West and thick
cloudy looking weather stood to the N.N.W.
by the wind.

Middle part light breezes from West to
S.W. and thick flying clouds. Course N.N.W.
Latter part light breezes from South to S.W.
and thick flying clouds. Course N.W. by
North with all sails set to the best advan-
tage. So runs watch employed variously.

Lat obs. $13^{\circ} 22'$ N. Long by $119^{\circ} 13' 30''$ West.

Home towards Home.

Saturday Dec. 31st

First part calm thick rainy weather Watch Employed
- 2d in catching rain water. Caught a little

Middle part light breezes and variable from
W. to S.W. Steered N by E.

Latter part light breezes from W. to W. S.W. Course

N. N. W. with all sails set to the best advantage.

Here we experienced a very heavy swell from the

North. So Ends Watch Employed variously

Lat obs. $16^{\circ} 02'$ North Long by Cr. $49^{\circ} 10' 45''$ West

Sunday January 1st AD 1037. -

First part light breezes from W. to W. N. W. and
thick cloudy weather. Course N. N. W. with all
sails set to the best advantage. Watch Employed
variously about ships duty.

Middle part calm thick cloudy weather.

Latter part light breezes from W. N. W. to West and
thick cloudy hazy looking weather attended with
frequent spouts of rain. stood from North to
N. N. W. by the wind with all sails set to the
best advantage.

Lat obs $16^{\circ} 20'$ N.

Long by (Dr. $49^{\circ} 00'$ West

Monday Jan'y 2nd

First part light breezes from W. to W. N. W. and
thick cloudy squally looking weather attended
with spits of rain. stood by the wind to the N. N. W.
under present sail.

Middle part light breezes and variable from

W. to N. W. and thick cloudy squally looking

weather. stood to the North by the wind under present
sail.

Latter part light breezes from North to N. E.

and thick flying clouds. At 12 M. took a ship to

the N. W. So Ends Watch Employed variously

Lat obs. $17^{\circ} 15'$ North

Long by Cr. $49^{\circ} 24'$ West

Ship Aile of New Bedford from
1837. -

Tuesday January 3rd

First part light breezes from N.E. and thin flying clouds. Course N.W. by North with all sails set to the best advantage. Watch Employed variously about ships duty.

Middle part light breezes from N.E. to E.N.E. and thin flying clouds. Course N.W. by N.

Latter part light breezes from E.N.E. to E and thin flying clouds. Course N.W. by N with all sails set to the best advantage. Watch Employed in shifting our sails putting on the best for the winter coast so ends.

Lat obs. 18.07 North.

Long by 50.25. 30.00

Wednesday Jan^y 4th

First part light breezes from S.S.E. and clear warm pleasant weather. Course N.W. by N. with all sails set to the best advantage. Here we experience a very heavy swell from North. At 2 P.M. saw a few spigs of Gulph weed.

Middle part light breezes from S.S.E. and clear pleasant weather. Course N.N.W. -

Latter part light breezes from S.S.E. and thin flying clouds. Course N.W. by N. at 10 A.M. saw a number of Bunches of Gulph weed so ends watch Employed variously.

Lat obs 19.03 North.

Long by 50.54. West -

Thursday January 5th

First part light breezes from S.S.E. and clear warm pleasant weather. Course N.W. by North with all sails set to the best advantage. Watch Employed variously about ships duty. -

Cape Horn towards Home.

Thursday Jan^y-5. Continued. —

Middle part light breezes from S. to S.S.E. —
and clear pleasant weather. Course N.W. by
North. —

latter part moderate breezes from South to S.S.W.
and thick cloudy squally looking weather,
attended with light rain. Course N.W. by N
with all sails set to the best advantage. —

So Ends Watch employed variously —

Lat obs. 20° 10' North. Long by \odot 51° 53' West

Friday January - 6th 1837. —

First part - brisk wind from S.W. to W.S.W.
and thick rainy weather. Course N.W. with all
sails set to the best advantage. At 3 P.M. a
Bark passed within a mile of us standing to the
S.E.

Middle part strong wind and variable from
S.W. to N.W. and thick squally rainy weather.
look in and made sail accordingly.

latter part brisk wind from S.W. and thin
flying clouds. Course N.W. with all sails set
to the best advantage. So Ends Watch employed
variously

Lat obs. 21° 27' North. Long by \odot 53° 20' 15" West

Saturday Jan^y-7th

First part strong wind from S.W. to W.S.W. and
thick cloudy squally looking weather. Course
N.W. with all sails set to the best advantage.
We begin to see much Sulphur weed.

Middle part strong wind from W.S.W. and
thick squally rainy weather. At 9 P.M. took in
all the dunnage sails & light sails. Course N.W.

latter part strong wind from W.S.W. and
thick squally rainy weather. look in & made sail
accordingly. Course N.W. a very heavy shower from N.W.

Lat obs. 23° 15' North. Long by \odot 55° 10' 30" West

Ship's Log of New Bedford
1837.

Sunday January 10th

First part strong wind from W. S. W. and thick squally weather attended with light rain. Stood to the N. W. by the wind under prudent sail.

Middle part strong wind from W. S. W. to W. and thick squally weather, and sharp tightening from all parts of the Horizon. Stood to the N. W. by the wind.

Latter part much the same strong wind from East to W. by S. and squally look in and made sail accordingly. Stood to the N. W. by the wind. At 10 A.M. passed a thing to the leeward of us with a mast sticking up. Called it a vessel bottom upwards with a flag staff so under much Gulf Stream.

Lat obs. 24° 31' North. Long by C. 56° 51' 15" W.

Monday Jan^y 9th

First part strong wind from W. to W. N. W. and thick cloudy squally heavy looking weather, and a very bad swell from the N. N. W. Stood to the North by the wind under prudent sail. At 4 P.M. saw a Hyemphodan Brig to the S. W. of us standing to the South.

Middle part strong wind from W. N. W. to N. W. and thick squally weather stood to the North by the wind.

Latter part strong wind from W. N. W. to N. W. and thick cloudy weather stood to the North by the wind till 1 P.M. then tacked to the S. W. At 10 A.M. the ship knocked off South, tacked back again to the North. A Bark in sight standing to the North. So ends.

Lat obs. 25° 41' North. Long by C. 56° 47' 30" W.

From Cape Horn towards Home.

Tuesday January 10th

First part brisk wind from W. N. W. and thin flying clouds. Stood to the N. by the wind. Middle part much the same. Brisk wind from W. N. W. and clear pleasant weather. Stood to the North by the wind with all sails set to the best advantage. So was two sails in sight.

Lat obs. 27° 05' North. Long by 56° 42' 15" W.

Wednesday Jan^y 11.

First part moderate breezes from W. N. W. to East, and thin flying clouds. Stood to the North by the wind with all sails set to the best advantage. One sail in sight.

Middle part brisk wind from W. and thick cloudy weather. Stood to the N. N. W. by the wind.

Latter part brisk wind from W. to W. S. W. and thick cloudy heavy looking weather. Stood to the N. W. by the wind under prudent sail. So was. Saw nothing remarkable.

Lat obs. 20° 00' N. Long by 57° 22' 15" W.

Thursday Jan^y 12.

First part brisk wind from W. S. W. and cloudy weather. Stood to the N. W. by the wind under prudent sail.

Middle part strong wind from W. S. W. to N. N. W. and squally. Stood to the North by the wind till 4 P.M. then tacked to the Westward. Latter part brisk wind from North and thin flying clouds. Stood to the W. S. W. by the wind with all sails set to the best advantage. So was.

Lat obs. 20° 25' N. Long by 58° 20' 15" W.

Ship Vele of (the Bedford from
1637.

Friday Jan^y. 13

First part brisk wind from N.N.W. and
thick cloudy weather and a very bad
sea from W. N.W. stood to the N.W. by
the wind.

Middle part moderate breezes from N.W.
and thin flying clouds stood to the W.S.W.
by the wind.

Latter part brisk wind from W. N.W. and
thin flying clouds stood to the S.W. by
the wind. With all sails set to the best
advantage so was

Lat obs. 27. 34. South Longt. 59. 06. 30. West

Saturday Jan^y. 14.th

First part strong wind from West and
thick cloudy weather stood to the N.N.W.
by the wind.

Middle part much the same. Strong wind
from West and thick cloudy weather stood
to the N.N.W. by the wind.

Latter part strong wind from W to W.S.W.
and thick cloudy squally looking weather
stood to the N.W. by the wind under
pendent sail At 10. o'clock sent down the

Abizen they still gave a mast so
was a very bad sea from the N.N.W.

Lat obs. 28. 03. North. Longt. 60. 01. West.

Sunday Jan^y. 15.

First part strong wind from West and
thick cloudy squally looking weather
stood to the N.N.W. by the wind under
pendent sail

Middle part much the same strong wind
from West and thick cloudy squally looking
weather stood to the N.N.W. by the wind.

Cape Horn towards Home. —

1837. —

Sunday Jan^y 15. Continues

Latter part strong gales from West to W. S. W.
and thick squally weather took in sail
accordingly. Stood to the N. W. by the wind.
So ends a very bad swell from the N. W.
Lat obs. 29° 14' North. Long. 60° 31' 30" West

Monday Jan^y 16th —

First part strong gales from W. to W. N. W.
and thick squally weather stood to the N. W.
by the wind. At 1 P.M. took in the top Gallant
sails. Double reefed top sails and sent down
the Abain Royal Gaa. At 2 do. took in the Sit
Abain sail and clove reefed the top sail. At
4 do. took in the fore and Abain top sail
it now blowing very hard and a very bad
swell from the N. W.

Abiddle part much the same strong gales
from W. to N. W. and thick squally weather
stood to the North by the wind under easy sail
At midnight wore ship to the S. W. —

Latter part more moderate wind from West
to W. N. W. and thick cloudy drizzly weather
At 10 till made more sail and stood
to the S. W. by the wind. So ends.

Lat obs 29° 40' North. Long by D^r 60° 41' West

Tuesday Jan^y 17.

First part strong wind from N. W. to W. N. W.
and thick cloudy rainy weather stood to the
S. W. by the wind under prudent sail at 6 P.M.
strong squalls took in the top Gallant sails
At 8 do. Double reefed top sails.

Abiddle part strong gales from W. N. W.
and thick squally weather. at midnight
clove Reefed the top sails and took in
the Abain sail.

Ship, Side of New Bedford. From

Tuesday Jan 17. Continued
Patter part moderate breezes from W. N. W.
and thick cloudy weather at 4 A.M. made
more sail, at 10 do. set top Gallant
sails. So ends this morning a sail paper
as standing to the South.
Lat obs. 20° 26' N. Long by 61° 23' 45" W.

Wednesday Jan 18. —

First part brisk wind from W. to W. S. W.
and thick cloudy squally looking weather
stood to the S. W. by the wind under
pendant sail till 6 P.M. then tacked
ship to the N. W.

Middle part strong wind from West
and thick squally weather. took in and
made sail accordingly. Stood to the
N. N. W. by the wind

Patter part moderate breezes from W. N. W.
to N. W. and thick rainy weather. Stood
to the North by the wind till 9 A.M.
then wore ship to the S. W. and made
all sail. Put up the Mizzen top
Gallant Yard and set the sail. So ends
no hopes of the wind ever changing.
Lat obs. 20° 54' North. Long by 62° 06' West

Thursday Jan 19th —

First part light breezes and variable atten-
ded with thick cloudy heavy looking weather
stood to the S. W. at 9 P.M. wore ship to the
N. W.

Middle part calm thick cloudy weather
till midnight then sprang up a light breeze
from the S. E. — —

Cape Horn towards Home.

Thursday Jan^y. 19th Continued

First part strong wind from South to S. W.
Course W. N. W. with all sails set to the best
advantage. At 9 A.M. very squally took in
all light sail and began to reef. At 11 do.
very hard squalls from the S.W. attended
with rain took in all sail but the fore and
main spruce & hove to at 10 A.M. passed
a Brig standing to the N. W.

Lat. D^e 29.34 North Long. D^e 63.02 West

Friday January 20th

First part strong gales from W to W. N. W. and
hard hurricane squalls lay by under fore and
main spruce till 2 P.M. then set the
reefed main top sail & fore sail and stood
to the N. N. W.

Middle part strong gales from West N. W.
to N. W. and thick flying clouds. Stood to
the North till midnight then wore ship
to the westward and N. N. W.

Second part moderate breezes from North
to N. N. W. and thick flying clouds. Stood
to the westward with all sails set to the
best advantage. No wind. Saw nothing
remarkable.

Lat obs. 29.22 North Long by G. 63.19.45 W.

Saturday January 21st

First part light breezes and variable from
N. W. to West and clear pleasant weather. Stood
to the S. W. by the wind till 6 P.M. then
wore ship to the North.

Middle part light breezes from W. N. W.
to W. S. W. and clear pleasant weather.
Stood to the North by the wind.

Ship Vile of New Bedford
1837

Saturday Sept 21st Cont^d

Later part brisk wind from S.W. and
thick cloudy weather. At 4 A.M. set
the standing sails and steered N.W. to west
At 10 A.M. took in the Main top Mast
and Gallant Standing sails. So under
squally looking weather.
Lat obs. 29° 55' North. Long 64° 04' 45' W.

Sunday Sept 22nd

First part strong gales from S.W. to S.S.W.
and thick squally weather. Course N.W.
by west with all sails set to the best
advantage. At 6 P.M. the weather looking
very bad took in our Standing sails and
all light sails and put a reef in the top-
sails.

Middle part strong gales and hard
hurricane squalls attended with rain thunder
and lightning took in all sail but the main
spencer and fore top Mast stay sail
and lay by. Ship labouring hard headed
to the N.W.

Later part much the same strong gales
from W.S.W. to S.W. and hard hurricane
squalls with hazy weather. at 6 A.M. set
the fore Spencer. At 10 A.M. set the clove
reefed main top sail so under ship labouring
hard headed to the N.W.

Lat obs. 31° 10' N.

Long 66° 4' 45' W.

Monday Sept 23rd

First part strong gales from S.W. to west
and N.W. and thick rainy hurricane
squally weather. lay by under storm sails
heading from W.N.W. to N.N.W. and N.
at 3 P.M. put down the Main top Gallant
Gard. At 4 P.M. turned up our Port and

From Cape Horn towards Home.

Monday Jan^y 23. continued
Boat. and wore ship to the S.W.
Middle part strong gales from N.W. to N.N.W.
and hard squalls lay by under storm sail
headed from S.W. to S.S.W.
 Latter part much the same strong gales
from N.W. to West. and thick cloudy weather
lay by under storm sail. Heading to the
S.W. so was. hard luck in favourable winds
Lat obs. 30. 49. North. Long by C. 66. 01. West.

Tuesday Jan^y 24.

First part brisk wind from W. N.W. stood
to the S.W. under short sail, weather
looking very bad and a very bad sea
from the N.W. At 4 P.M. more moderate
shooked the reefs out of the fore and main
top sail.
Middle part moderate breezes and varia-
ble. stood to the N.N.W.
 Latter part light breezes from W. to W.S.W.
and thick hazy weather. stood to the N.W.
by the wind. at 8 A.M. sent up the fore
top Gallant yard. at 10 do sent up the
Mizen top Gallant yard and main
Royal yard, and set the sails. so was
Lat obs. 30. 14. North. Long by C. 66. 09. 15. West.

Wednesday Jan^y 25.th

First part brisk wind from W. S.W. and thick
flying clouds. Course N.W. with all sails set
to the best advantage. This Day our hauled
and finding our water to grow short very fast
and by calculation finding we have but 500. Gals
more on Board and the winter coast to continue
with and being thirty one in number thought it
prudent to go on an allowance, accordingly at
4 P.M. served out 2. qtz for each man for 24 Hours.

Ship's Log of the Beaufort from

Wednesday Jan'y 25th 1837

Middle part brisk wind from W. S. W. to W. and
and thick squally weather took in and made
sail accordingly Course N. W.

Later part strong wind from W. to W. N. W. and
thick cloudy squally looking weather this
morning parted one of our Parborea fore top
mast back stays. At 11 AM saw a sail
to the Eastward of us. So was watch
and fitting fore top mast back stay.

Lat obs. 32° 11' North Long obs 60° 00' West

Thursday January 26th

First part brisk wind from W. N. W. to N. W.

and thick cloudy weather. Heaved to the start
by the wind till 4 PM. then larked ship to
the S. W. At 5 PM more moderate made sail

A. Brig in sight standing to the S. W.

Middle part light breezes from N. to N. E. W.
and thick cloudy weather. stood to the S. W.
by the wind

Later part brisk wind from N. E. to E. and

E. S. E. and thick squally looking weather

At 4 PM set the day sails. Course N. W.

at 11 PM Heaved our Anchors and secured
them on the Boughs. So was thick squally
looking weather. Wind from S. E.

Lat obs 32° 44' North Long obs 60° 10' 30" West

Friday Jan'y 27th 1837

First part strong wind from S. E. to South

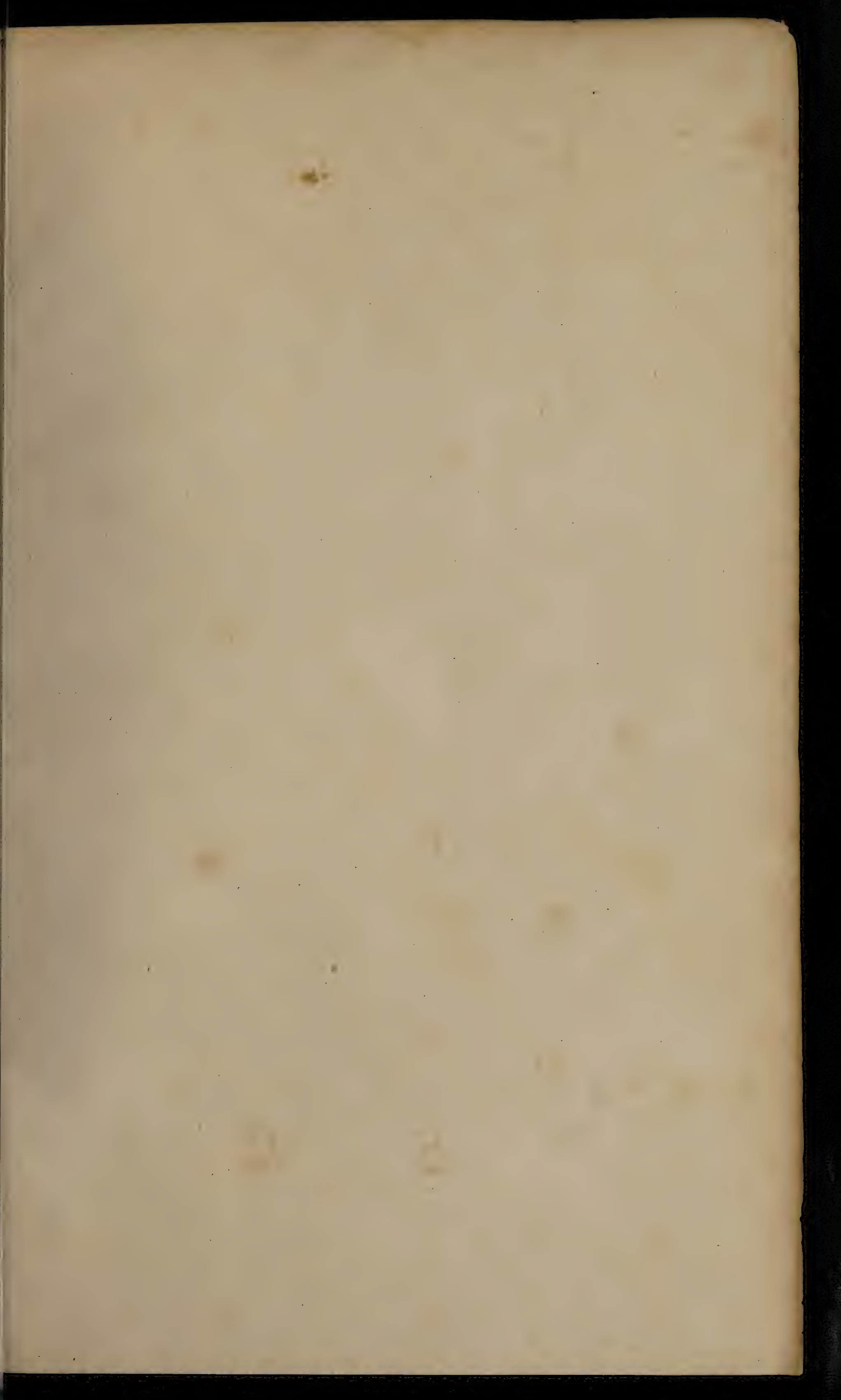
and thick cloudy squally looking weather

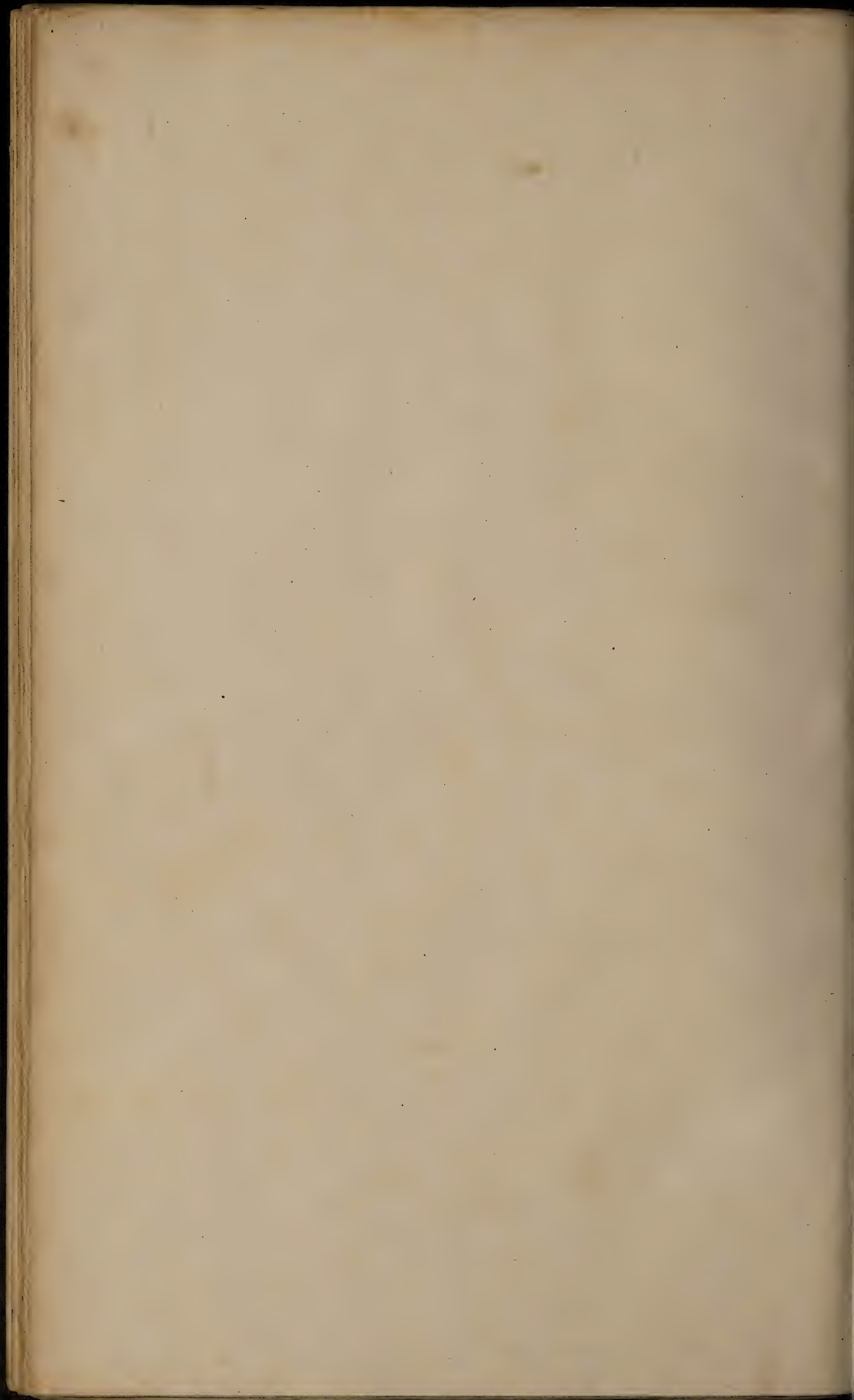
Course N. W. with all sails set to the best
advantage. At 3 PM the wind came to the

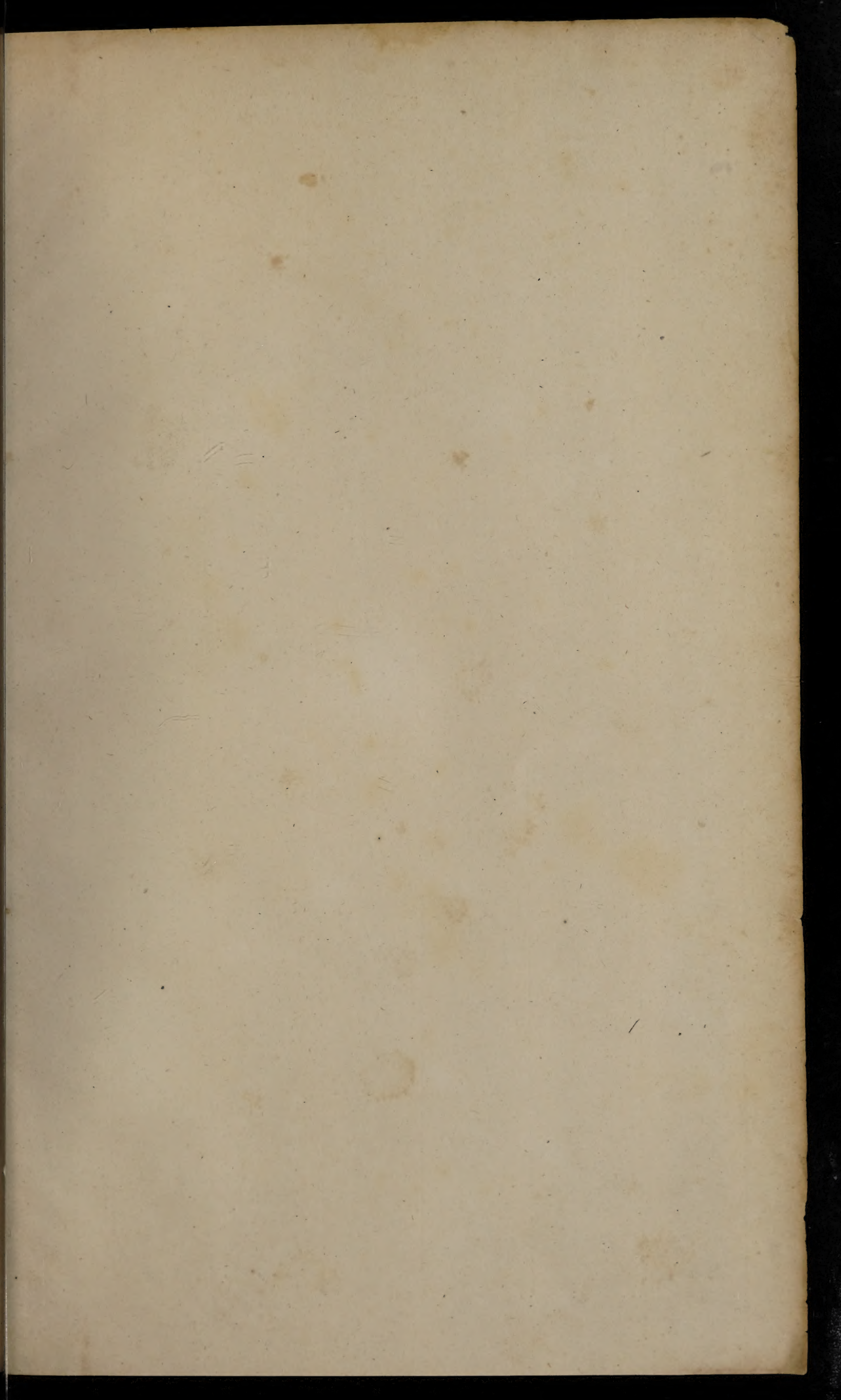
S. S. W. and became squally took in all studding

sails and fuiled the Main sail At 11 PM

Strong gales from N. W. Brought the ship
down to double reefed top sails







Father

F

C

F

Jan 31 1879

Jan 31 1878

Ellis F. F. F.

11
11
11
11

Sh.



dear father

dear

F

